FREIGHT TRAFFIC ISSUE

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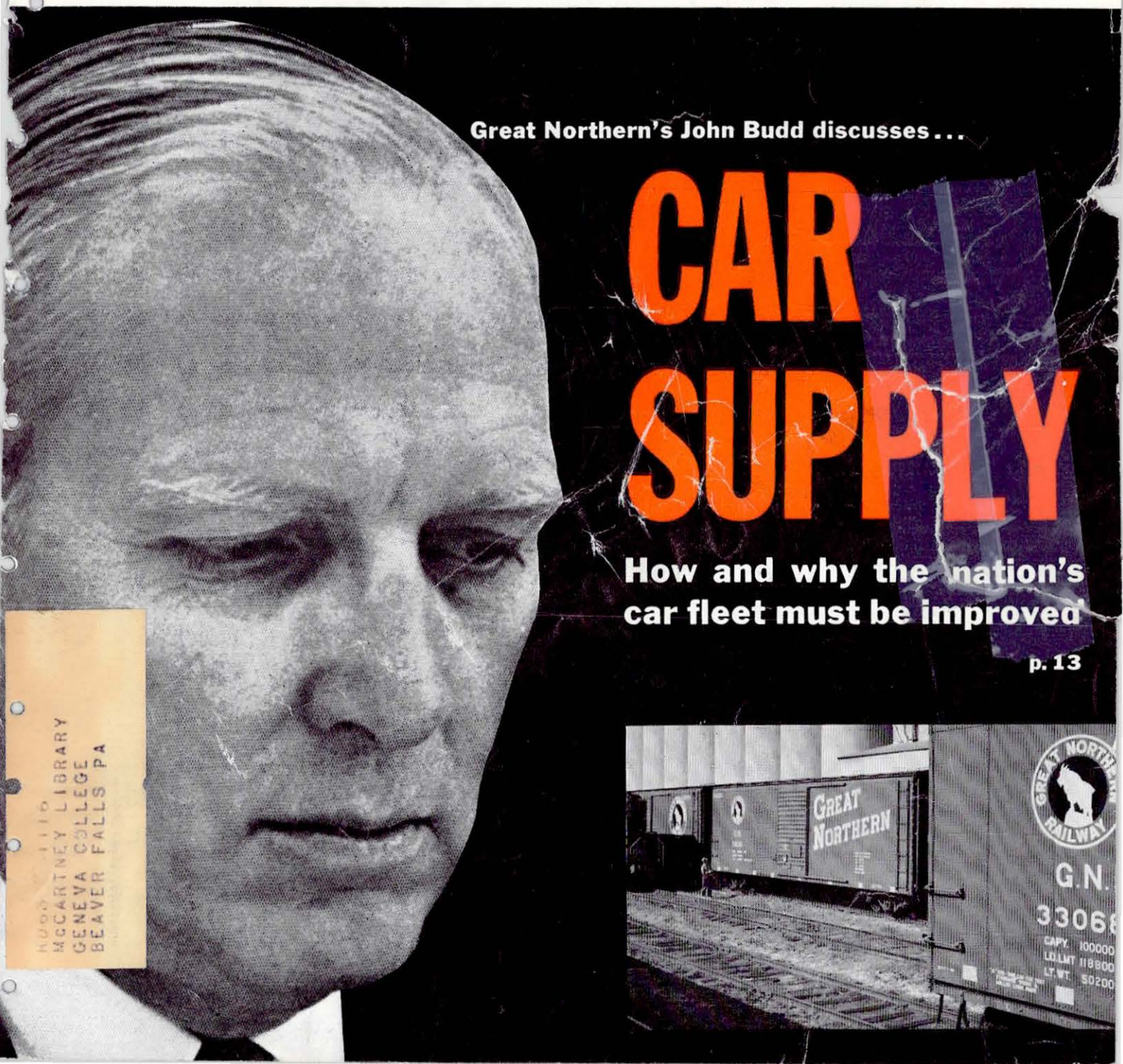
C&NW's new TOFC terminal designed for **fast, efficient** service . . . . . p. 18

December 23/30, 1963

RAILWAY AGE WEEKLY



Great Northern's John Budd discusses . . .

CAR SUPPLY

How and why the nation's car fleet must be improved

p. 13

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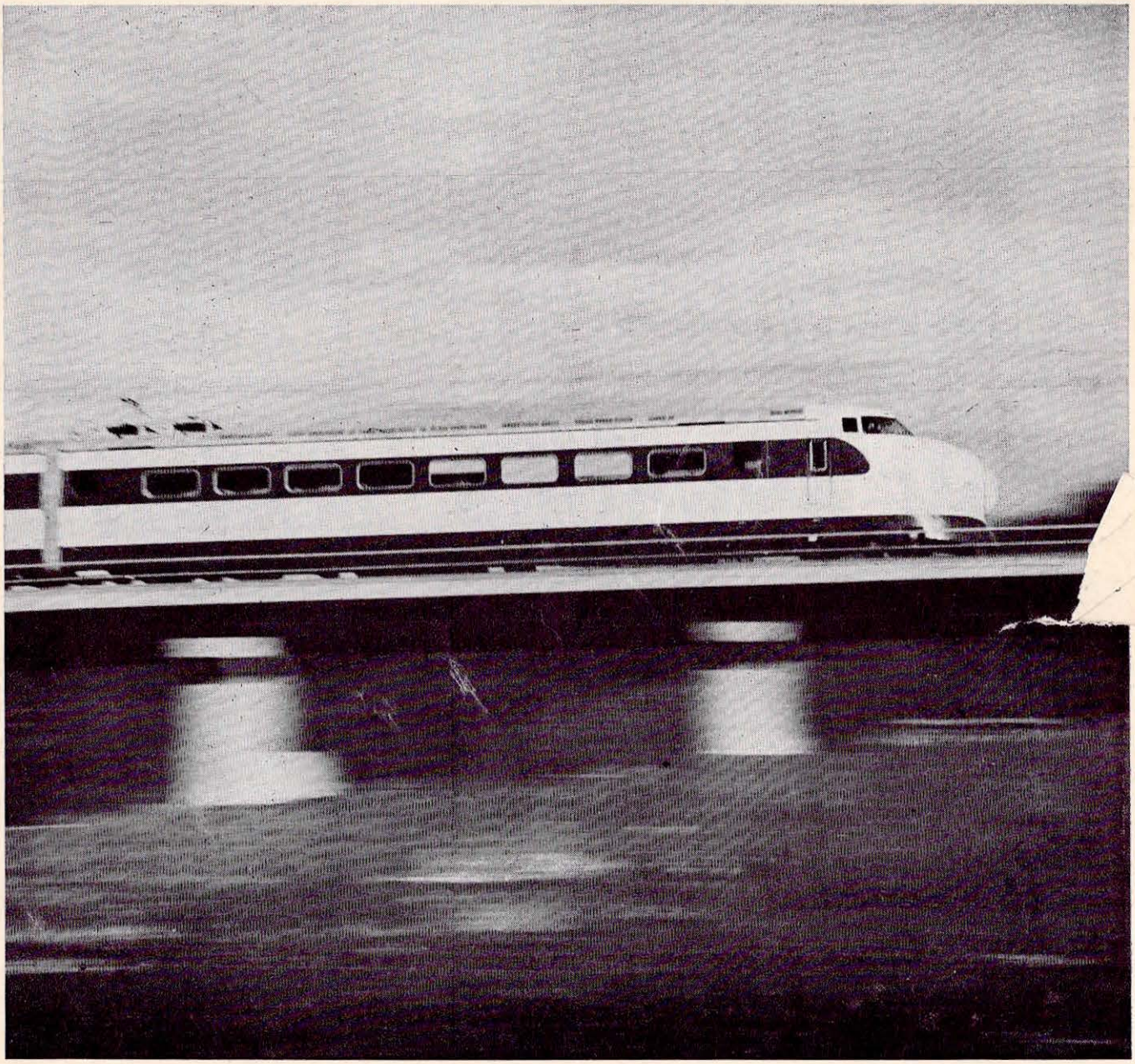

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IT'S GRS CYB-O-MATIC

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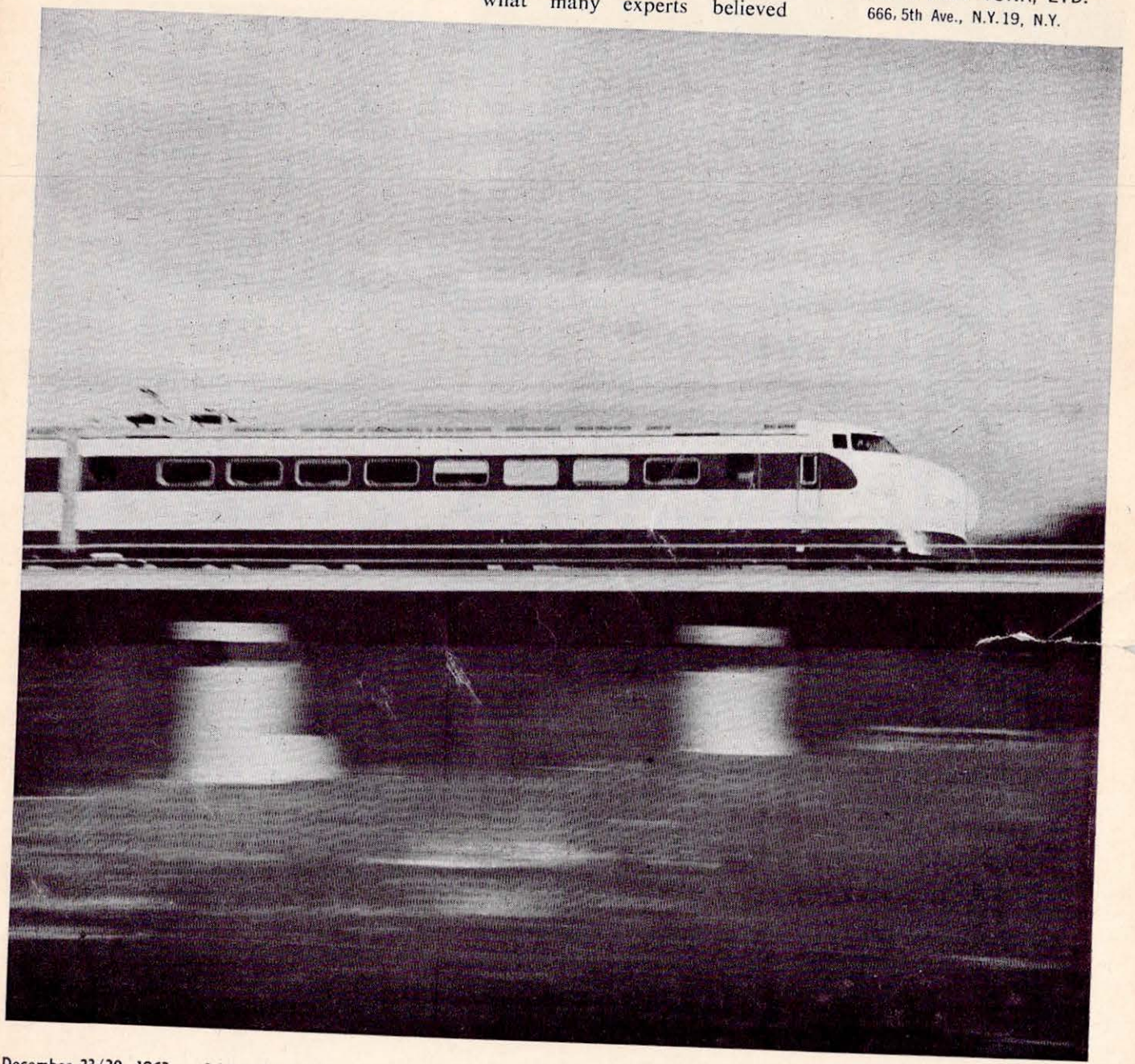

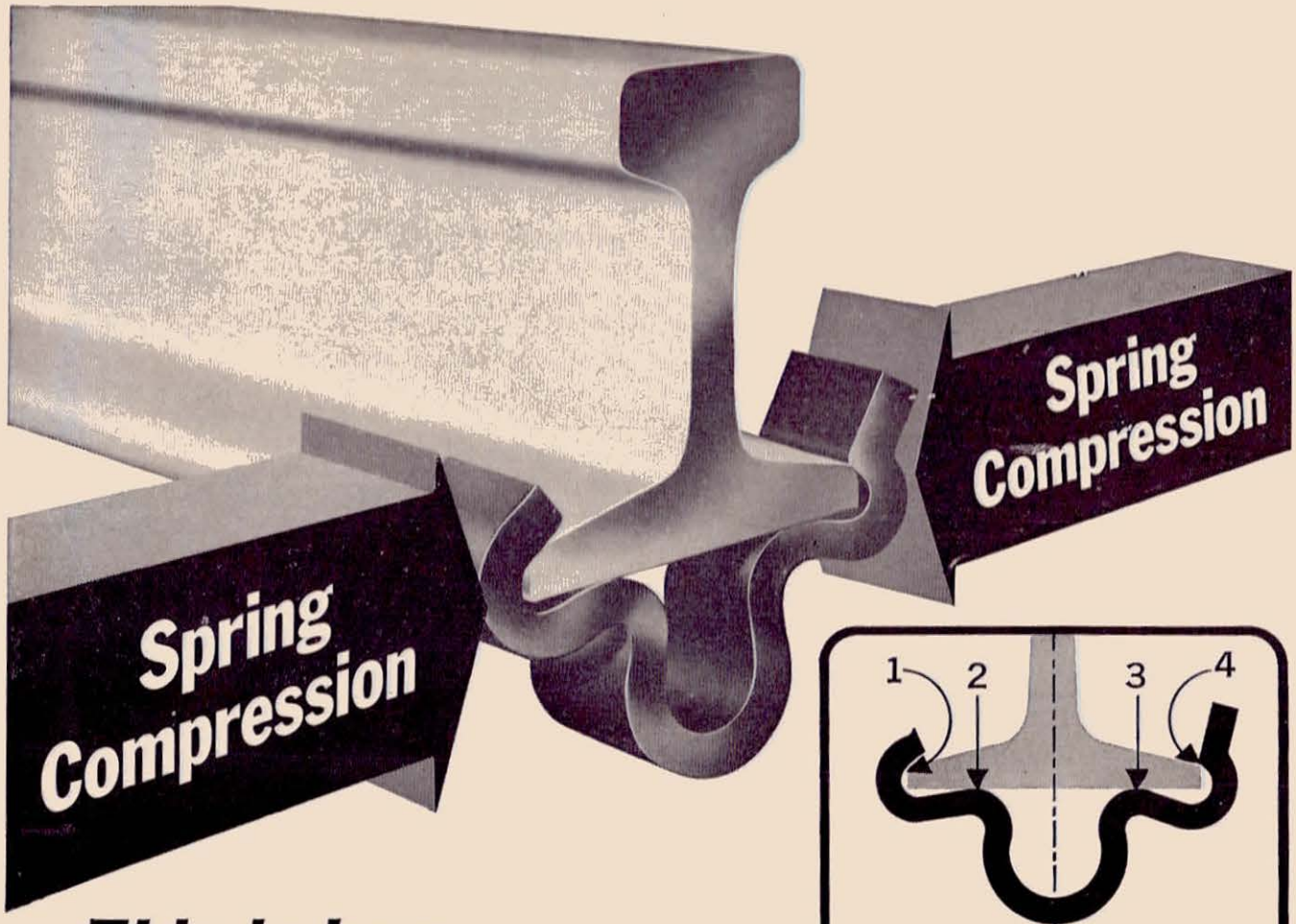

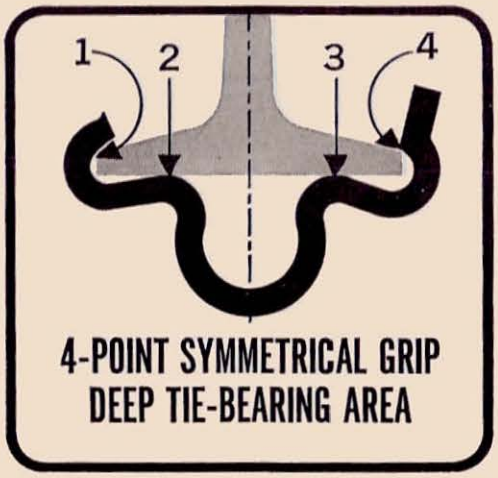

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1963: Out on an upbeat

Railroads have reason to look back on the old year with satisfaction, and forward to the new with optimism. It was a "big" '63—and it could be a bigger '64 .....**p.9**

How to improve the car supply

Great Northern President John M. Budd, in an exclusive interview, offers a candid analysis of recurring freight-car shortages and indicates what can be done about them **p.13**

New C&NW yard speeds TOFC

North Western's new Proviso Piggyback Plaza can handle 700 trailers a day, is claimed to be the "most modern" terminal designed exclusively for piggyback operations **p.18**

ACL-SAL case viewed as merger milestone

Other big railroad merger proposals pending before the ICC could be cleared on the basis of thinking reflected in the Commission's favorable report on ACL-SAL **p.24**

How U.S. Steel uses gravity at Gary, Ind.

A quick and efficient method of handling hopper cars has been devised by General Railway Signal and U.S. Steel for one of the latter's coal-preparation plants **p.26**

Shippers have high hopes for '64 business

Giving weight to predictions gathered in the Traffic P
a first quarter forecast from the 13 Shippers Advisory B
which sees carloadings up over first quarter '63 ....**p.30**

The Action Page—Christmas is too short

Hardly anyone hates anybody else around Christmas time. Maybe it is the only time of the year we really act sensibly and as it is intended we should act all the time **p.42**

Short and Significant

World Bank loans for U.S. railroads . . .

are now favored by the AAR and have Senate sponsors—New York's Javits and Pennsylvania's Scott. Principal House sponsor is Rep. Ogden Reid of New York.

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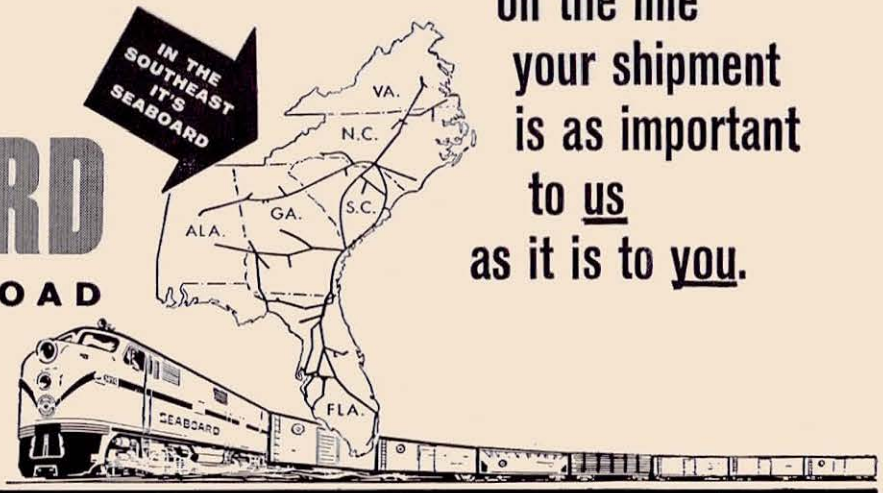

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RAILWAY AGE WEEK AT A GLANCE

A 5,250-cubic-foot HC series car . . .

has been added to its family of Center Flow covered hoppers by Shippers Car Line Division, ACF Industries, Inc., the largest car (100-ton capacity) offered to date by the company.

Push-pull commuter-train operation . . .

will begin on the Burlington next year with delivery of six double-deck cab-control cars from Budd. CB&Q will be the third road to convert to push-pull.

Class I railroad employment . . .

continued to drop in November. At mid-month the number of employees totaled 675,872, down 0.82% from the preceding month and 1.01% below the year-ago figure.

Vermont has received ICC approval . . .

to buy 132 miles of track formerly operated by the Rutland. The state plans to lease the property to the recently-formed Vermont Railway for freight operations.

Hearings on the ops' challenge . . .

to the work-rules arbitration award are set for Jan. 2 in U.S. district court, Washington, D.C. It's expected the government will open with a motion for dismissal.

Separate suits have been filed . . .

by the BLE and by the BLF&E, BRT and SUNA. Both suits seek to have the awards thrown out; three ops also ask that the arbitration law be declared unconstitutional.

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Current Statistics

Operating revenue		Carloadings revenue freight	
9 mos., 1963	7,112,903,900	49 wks., 1963	27,453,180
9 mos., 1962	7,035,741,972	49 wks., 1962	27,352,177
Operating expenses		Freight cars on order	
9 mos., 1963	5,558,102,325	Dec. 1, 1963	26,611
9 mos., 1962	5,544,684,269	Dec. 1, 1962	13,502
Taxes		Freight cars delivered	
9 mos., 1963	686,423,906	11 mos., 1963	40,527
9 mos., 1962	754,915,131	11 mos., 1962	34,656
Net railway operating income		Serviceable cars	
9 mos., 1963	556,898,952	Nov. 1, 1963	1,412,778
9 mos., 1962	446,413,493	Nov. 1, 1962	1,432,235
Net income, estimated		Cars awaiting repairs	
9 mos., 1963	426,000,000	Nov. 1, 1963	108,055
9 mos., 1962	313,000,000	Nov. 1, 1962	131,055

3271

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1963: out on upbeat

THE YEAR AT A GLANCE

	1963 (Est.)	Increase over 1962
Net income	$650 million	13.6%
Carloadings	29.13 million	1.4%
TOFC carloadings	800,000	13.3%
Revenue ton-miles	627.7 billion	5.8%
Freight-car orders	58,000	55.1%
Locomotives (new; rebuilt)	800	34.2%
Capital spending	$1.02 billion	22.8%
Total purchases	$2.4 billion	12.2%

This was the "big" year—a year in which railroads seemed to adopt the slogan "think big" as their own. And then they lived up to it.

This was a year of giant steps—in mergers, in technology, in rate-making and perhaps, in updating work rules. This was the first year since 1957 that railroad capital expenditures topped $1 billion. It was also the best profit year since '57—though the estimated total net of $650 million and the 3% rate-of-reurn it produces are well under the levels needed to put the industry back on the prosperity trail.

● **Progress and profits.** Still, many railroad men believe today's progress can be made to generate tomorrow's profits—and the progress in '63 was impressive.

The year started on an upbeat with ICC approval of Chesapeake & Ohio control of Baltimore & Ohio and then ICC Division 2's approval of Southern's "Big John" grain rates and C&O's decision to put $232 million into rehabilitation of B&O.

Before first-quarter '63 ended, President Kennedy's transport bills went to Congress, the graduated per-diem plan went to the AAR board of directors and Railway Age forecast a 50,000-to-60,000 year for freight-car orders (a prediction that proved accurate, to the delight of railroads, suppliers and shippers).

● **A good summer.** By mid-summer, railroads had more good news to ponder. The Norfolk & Western-Nickel Plate merger got an ICC examiner's OK. So did railroad operation of the Hydroframe-60 cushion-underframe cars, which had been challenged by rail labor on safety grounds. The U.S. Supreme Court limited the ICC's power to maintain a rate "umbrella" to protect rail competetitors. And, in the wake of the high court's final rejection of the operating brotherhoods' work-rules suit, Emergency Board 154 went to work and filed a report acceptable to the carriers. During the same period, the railroads started their move to update work rules involving the non-operating unions; Union Pacific became the first road to order 5,000- and 5,500-hp diesel-electrics; and the carriers and the automobile industry started re-shaping the auto-parts-car fleet with thousands of new 60- and 85-foot box cars (the smaller cars have already gone to work and the first of the big cars will be delivered early next year).

Work-rules progress

Autumn brought arbitration in the work-rules dispute . . . an ICC examiner's approval of Santa Fe control of Western Pacific. . . a forecast that export coal movements will double by 1970. . . and labor support for railroad-backed minimum-rate legislation (a reversal of the RLEA's previous position).

● **The incomparable Exposition.** Nothing in the last quarter of the year hit with the impact of the American Railway Progress Exposition, with its eight-day run in Chicago, its 40,000 registrations, its $40-million exhibit. But the cold months also produced the arbitration award in the work-rules case; decision to try for merger of Missouri Pacific and Texas & Pacific (as the Texas & Missouri Pacific); and, finally, ICC approval of the Atlantic Coast Line-Seaboard Air Line consolidation—which closed out the year on just about the same upbeat on which it started.

Then there were the year's statistics—which showed carloadings running slightly ahead of the '62 figures, revenue ton-miles 'way up and piggyback loadings 13.3% above last year (with a good chance that TOFC loadings would hit the 800,000 mark by Dec. 31).

● **Start with technology.** Any checklist of '63 progress would probably have to start with technology—with the 100-ton-capacity cars, the 5,000-hp diesel-electrics, one domestic builder's decision (from Alco) to produce diesel-hydraulics, the wide-ranging success of 2,500-hp diesel-electrics from

WATCHING WASHINGTON WITH WALTER TAFT

TAFT

• **THE STRIKE-STOPPER** resolution and the act implementing the management-labor compromise on amendments to the Railroad Retirement and Railroad Unemployment Insurance acts comprise the principal legislation of interest to the railroads which was enacted in this year's session of Congress. Thus came new evidence to support the theory that crisis and compromise are the stuff of which prompt Congressional action is made. The session was one of the longest on record. Left pending before the Senate Commerce Committee and House Committee on Interstate and Foreign Commerce were bills to implement the late President Kennedy's transportation program, which is also the railroad industry's program. Like all other pending legislation, these "Kennedy" bills remain alive, since it will be the same Congress—the 88th—which reconvenes Jan. 7, 1964, for its second and last regular session.

THE THREATENED WALKOUT brought enactment of the strike-stopper last August. It provided for compulsory arbitration of the firemen-off and crew-consist issues in the "featherbedding" case (RA, Dec. 16, p. 9). It stayed strike action as to other issues until Feb. 24, 1964.

THE PENSION AND JOBLESS-PAY LEGISLATION brought increased Retirement-Act taxes to both management and employees, and it also increased Unemployment-Act taxes which are paid by management alone. The latter increase, however, will be about $28 million a year less than would have been imposed if labor's original demands in this area had prevailed. Moreover, the legislation also tightened eligibility rules for jobless pay and that's expected to reduce the benefit payments.

THE "KENNEDY" BILLS are the so-called minimum-rate bill and the proposed Transportation Act of 1963. While they would implement most of the late President's transportation recommendations, they do not embrace the whole program, some proposals of which are embodied in other bills or presentations to interested Congressional committees. Among the more important of these out-of-the-package items is Mr. Kennedy's call for adequate user charges on publicly-provided transport facilities.

THE MINIMUM-RATE BILL is what the railroads consider the heart of the Kennedy program. It would end minimum-rate regulation for rail, truck and air transportation of commodities in bulk, the water transportation of which is now free of all regulation, and for rail, water and air transportation of agricultural products, the truck transportation of which is now exempt. Water-carrier and trucker opposition is of the all-out variety, and the bill is also opposed by the ICC.

A COMPROMISE SUBSTITUTE has been drafted by the staff of the House Commerce Committee and distributed to interested parties by the Committee's chairman, Representative Oren Harris (D-Ark). The railroad reaction has not been announced, but it seems unlikely that the industry would endorse the compromise in its present form. Generally, it proposes modification of the agricultural exemption and extension of the modified version to railroads, water carriers and forwarders, and narrowing the bulk-commodity exemption while leaving it applicable only to water carriers.

CONTINUED WHITE-HOUSE SUPPORT for the late President's program is, of course, a railroad hope, but the prospects cannot be appraised until President Johnson spells out policies of his administration in some detail. Thus far, he has specifically adopted only Mr. Kennedy's top-priority programs. These never included the transport program.

all three builders, refinements in piggyback-container equipment and the trend toward compatibility of car designs, new rail-hardening techniques, broadening of computer applications, proposals such as that advanced by Surcom to interconnect railroad communications networks.

Next to technology, however, railroads may have made their greatest strides in the public arena. They won the support of an emergency board in the work-rules dispute (to add to the almost unanimous support expressed by the nation's press) and then got a favorable decision from an arbitration board set up as a last resort to head off a strike. True, no part of President Kennedy's transportation program was enacted—but preliminary steps have been taken and both the Congress and the courts have tended to side with railroad arguments in rate-making and labor-relations cases.

• **ICC action—and inaction.** Similarly, the ICC has acted favorably in every merger case presented to it—though delays in deciding some cases, long under consideration, have brought on mild criticism.

Troubles, too

All this is not to say that all's right with the railroads., Railroad officers are quick to point out that too many roads are still failing to earn fixed charges. . . that Congress has been slow to act on essential parts of President Kennedy's transportation program . . . that work-rules modernization is still in doubt, despite support for the carriers' position from every impartial board which has studied the dispute (and from the courts, in challenges put up by the operating unions).

• **For the year ahead:** What then about '64? At midnight-1963, next year looks like a good one. High-horsepower locomotives and high-capacity freight cars are going to make railroads more efficient, more able to provide the kind of cost-service relationship required by shippers today. Motive-power and rolling-stock improvements, coupled with advanced technology in fixed-facility maintenance and in development of new electronic aids to efficiency, should lower operating costs.

On the record of '63, the consensus seems to be that railroads aren't in any degree liable to the accusations that they haven't made the most of what they had and what they've been allowed to do. Next year should see more of the same—and, railroad men say hopefully, a bit more cooperation from the outside to put the industry on more even terms with its competition and to enable it to make the most of its investment in technological progress.

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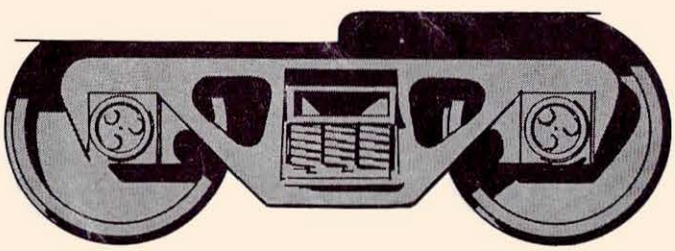
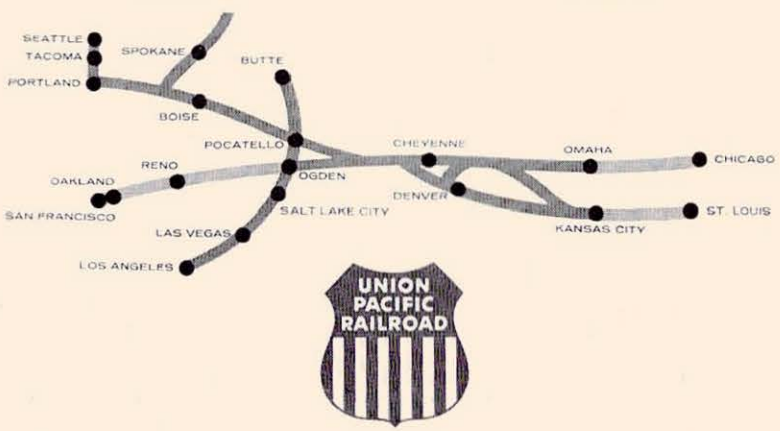
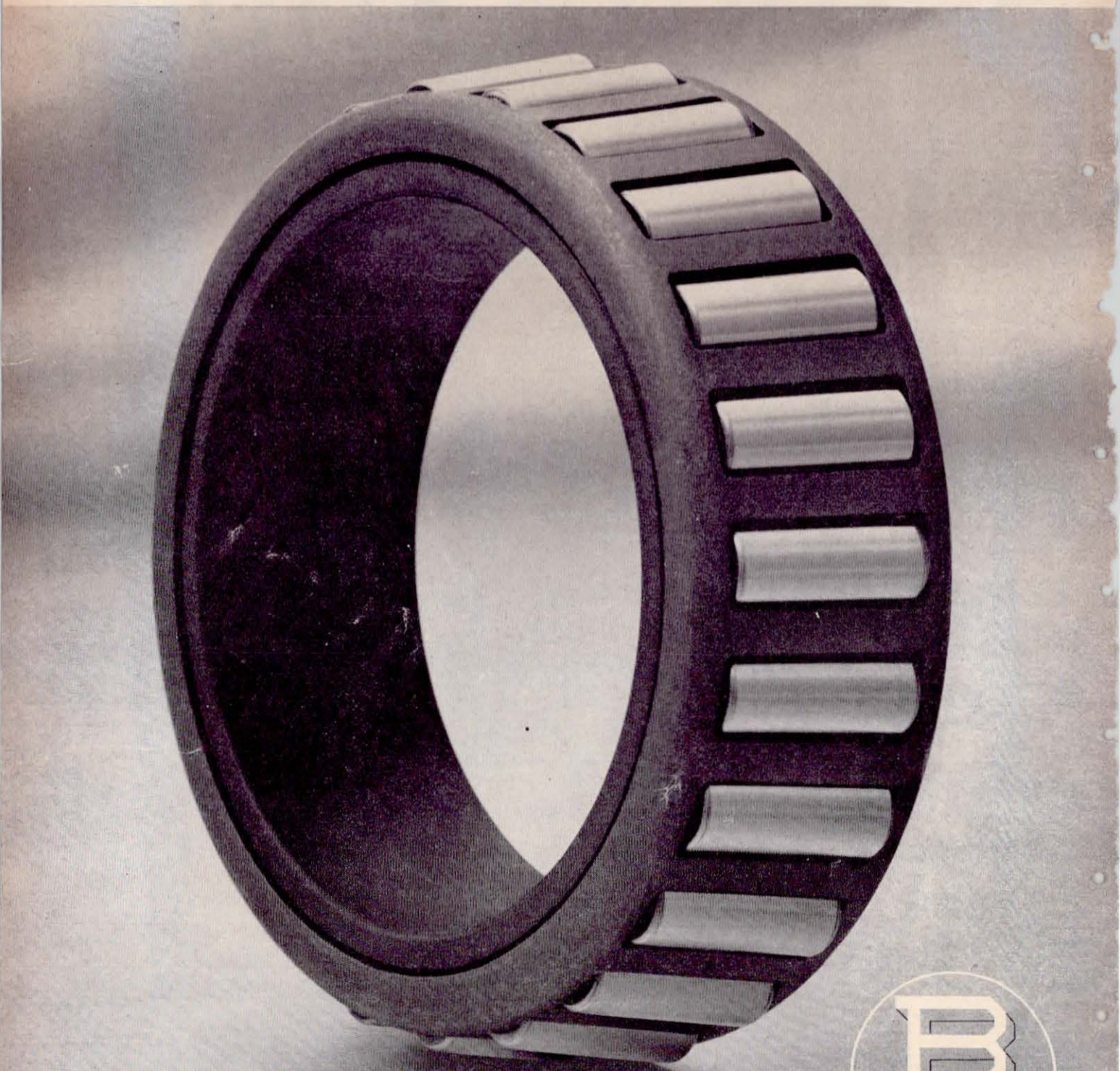




This is one of more than 475 cars Santa Fe is equipping with Brenco crown-taper Roller Bearings



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BEARINGS

JOHN M. BUDD

EXCLUSIVE INTERVIEW WITH JOHN M. BUDD

How to improve the car supply

Here's a candid analysis, by the GN's president, of recurring car shortages and what railroads can do and have done about them.

(The past year may go down in the record books as the year of the great freight-car shortage. Hopefully, it may also be remembered as the year of planning—and some action—by the railroad industry in order to prevent, or at least reduce the frequency of, car-supply crises.

One of the nation's most outspoken railroad men on this subject is Great Northern President John M. Budd. Here, in an exclusive interview with Railway Age's Gus Welty, he talks of the problem—and of ways in which it may be solved.)

Q. Mr. Budd, twice this year we have seen car shortages described as "the worst ever." What has the effect been on Great Northern?

A. Very serious. We have had to say to our customers, "We are unable to serve you. We can't furnish you, on a timely basis, the cars you ask for." It is a very disappointing position to be in.

For Great Northern—and I think this holds true for other roads in our territory—the most serious effect is that trucks are able to move in and handle a great deal of traffic that we will not see. It's lost and gone forever. This applies particularly to grain traffic—we know there is a large increase in the tempo of trucking in our area during the periods of car shortage.

Q. How about the effects of shortages of other types of equipment?

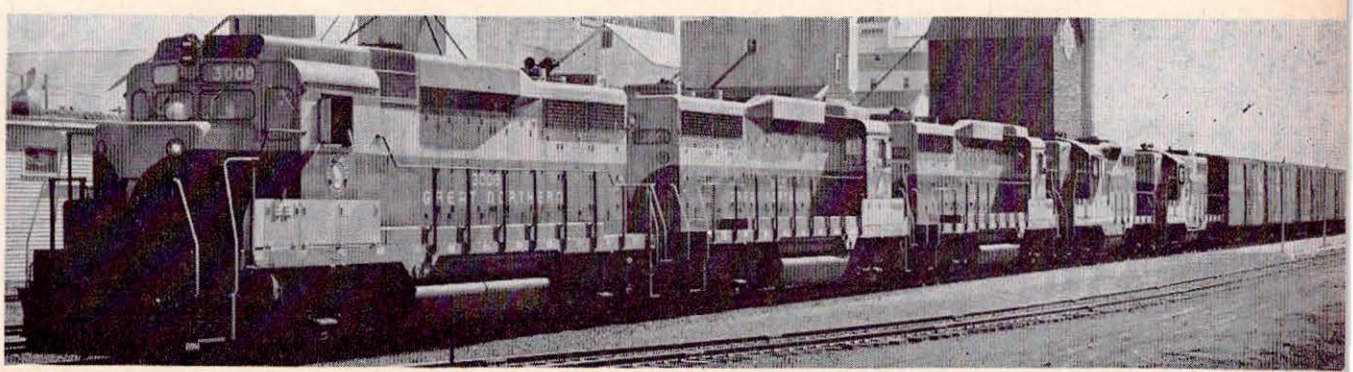
A. We have had continuing shortages, for almost the entire year, of the types of cars used in the Pacific Northwest for loading of lumber and other forest products—hardboards and paper and so forth. This seems to be the type of equipment we are short of on a continuing basis. Usually, the shortage of grain cars has been for relatively brief periods.

Q. What do you regard as the most important factors creating these shortages?

A. I think car shortages are a symptom of a critical situation in the industry, and that is the lack of earnings. It's from earnings that capital has to come for the acquisition of modern facilities. As a whole, the industry's fixed properties have a capacity far beyond that being used. In specific locations, yard facilities are somewhat inadequate. But, even in our present yards, generally speaking, we could handle much more than our present business. It is in freight cars that the industry is deficient and has been deficient for some little time. The situation is not improving.

Q. Can this be overcome?

A. Yes, in a number of ways. The best way is to improve earnings, but



Great Northern and grain go together. Here, five diesel units pass a string of grain elevators at Conrad, Mont.

'We have progressed a long way in cost cutting'

we need cars to improve earnings—and we find ourselves in a situation where the dog is chasing its tail. The guideline depreciation rates have generated more cash for acquisition of additional equipment, but there are certain helpful things we can do and have done. We've instituted a great many incentive rates, on an industry-wide basis—lower rates with heavier loadings, resulting in lower unit costs for our customers without increasing our expenses substantially. We have gone into train-load rates and other innovations to increase our volume of business. We are a volume industry with relatively high fixed costs. An increase in traffic brings a reduction in unit costs. This permits reductions in rates and attracts more traffic—it is the sort of thing that feeds on itself. We have also been trying to reduce costs, which would permit us to lower rates. We have been making strenuous efforts, and have progressed a long way in this direction. We're trying to get more efficiency from labor—the best known example of this effort is the work-rules case. In addition, we—as an industry, on a widespread basis—have been proposing mergers. Well-conceived consolidations will, in the future as they have in the past, be of great benefit to our economy, permitting better service, improved efficiency, reduced costs and, in the long run, lower rates.

Q. But these are pretty much long-term opportunities?

A. They are, and I think almost anything in the picture today has to be considered on a long-range basis.

Q. Do you think the graduated per-diem rates, which become effective Jan. 1, will, to any significant extent, bring an increase in the car supply, or encourage greater outlays for new cars?

A. I think it is already having this effect. Any railroad considering acquisition of new freight cars can look forward to obtaining a more reasonable rental than under the current scale. Under the present per-diem rate of $2.88, acquisition of cars, which cost from $15,000 to $20,000 per unit, is certainly not very attractive. With the new scale, these valuable cars will be bringing in a much more reasonable rental. Compared with what we now pay for highway trailers and containers, however, the rentals on the new basis are very low.

Q. Historically, each year sees many thousands more cars retired than installed. Under the new per-diem scale, a great majority of cars will earn about the same, or less, than they do now. Do you see any chance that we will see even faster scrapping of old cars and, perhaps, a continuing net reduction in the car fleet?

A. I don't think so. I think the new scale will encourage people to acquire new cars and replace some of those cars bringing the lower per-diem rate. Really, one of the worrisome things about the present situation, and recent trends, is that general-purpose cars are the ones that have been reduced in number. The industry as a whole and several railroads in particular are conscious of this—and seem to want to do something about it. I'm referring, of course, to the plain box car, the gondola, the conventional flat car and the hopper car. The trend has been to put what money is available into specialized equipment in the belief that these cars can be more intensively used and bring in better earnings. While this may be a perfectly human reaction, and one that can be expected, the large reduction in general-purpose cars has compounded the railroad industry's problems.

Q. GN's single-sheathed, 50-foot box cars with combination doors are an example of the type of car you'd like to see more of?

A. Yes. We consider these cars, with both plug-type and sliding doors, as an ideal general-purpose box car, and the 50-foot seems to be the better length to meet present-day requirements. These cars, of course, can be used as single-door cars for bulk commodities such as grain—but they can also serve as double-door cars for such commodities as lumber, plywood or similar freight which is loaded and unloaded with fork-lift equipment.

Q. Mr. Budd, do you think there are roads today which could afford to buy cars—but that aren't buying them?

A. Well, each road has its own choice as to what it's going to do with capital funds. Normally, you're going to invest your money in the best way possible—and it's hard, without knowing all the factors involved, to point your finger at any one road and say "Hey, this fellow has been reluctant to buy cars and has chosen to use his money another way, when in our judgment he should perhaps have bought cars with it." But, after all, individual lines are working together to give a nationwide service and there are certain national aspects to freight cars. These cars are, to a large extent, roaming over the country all the time—and they have a little different aspect than other facilities. Now, all railroads don't look alike at the problem, and we all do what is perfectly human—that is, to use the conditions we're up against to our best advantage. If some roads can get by with not furnishing their own cars by using someone else's, that's what they're going to do, and I think that's what they are doing.

Q. Before, some western lines have said their cars were being held, particularly in the East. How does the situation shape up now—as a matter of holding cars or as a matter of universal car shortage?

A. One should not point a finger at a specific line without first examining the percentage of ownership on each railroad to determine who has had the big build-up. When the harvest in the Central West and Southwest was under way this year, and the roads in those regions had every right to expect cars equal to 100% of their ownership on line—the same consideration Great Northern expects for its peak harvest period—their percentage of ownership was below normal. At that time, lines in our territory had far less than their ownership on line. So, obviously, one had to look for the cars in some other part of the country.

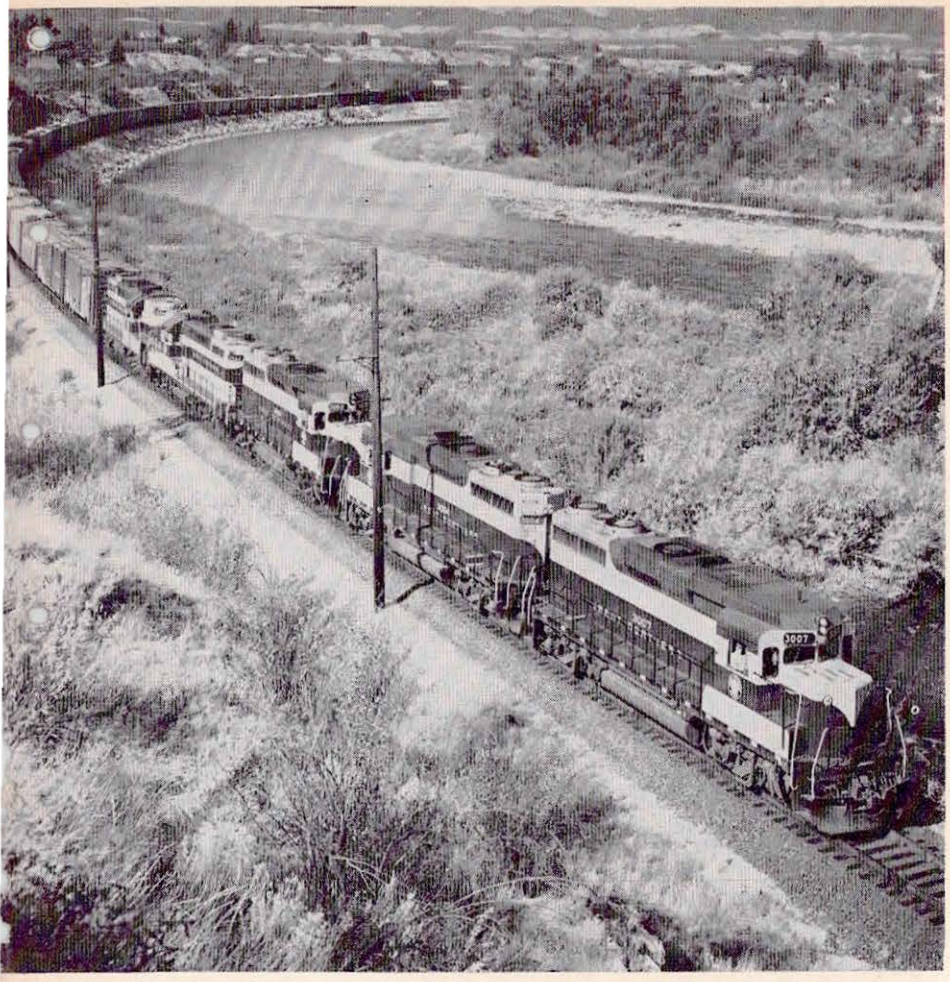
Q. Would it be possible for a number of roads, perhaps those in the West whose needs seem to be similar, to get together on standard designs which could be ordered or built in quantities, thus reducing unit costs?

A. Yes. I think this is not only possible, but also very desirable. I will have to admit, however, that we haven't reached out very far in trying to bring this about.

Q. What about the formation of some kind of railroad-owned or -operated leasing pool, such as RELCO—

Budd's route up

Great Northern's John M. Budd has been a GN man all his working life, except for a two-year stint as president of the Chicago & Eastern Illinois in the late 1940s. He came up through the operating department—assistant trainmaster, trainmaster, superintendent, assistant general manager, vice president-operations—with just two breaks in the steady climb: four years with the Military Railway Service in Africa and Europe during World War II and his post-war presidency of C&EI. He's been president and a director of GN since May 1951.



GN symbol freight along the Wenatchee River in Cascade Mountain foothills.

the Railway Equipment Leasing Company—which was proposed a few years ago?

A. I wouldn't write off any kind of plan. There is a study going on now. It's been slow-moving but, nonetheless, it's being given attention. It's an attempt to look at any plan that might be helpful in building up the industry's car supply.

Q. Is this study one being made by the AAR or by a group of railroads outside AAR activities?

A. It's under the auspices of the AAR.

Q. Is there any date set for completion of the study?

A. No. There has been a specific task assigned. Those who are working on it have been occupied for many months with problems of introducing the new per-diem scale. But I hope we can make progress on this car-pool matter in the coming months.

Q. What will the study show, hopefully?

A. Well, there are a number of things that seem attractive about a car pool. There also are a number of things that make it look unattractive. The purpose of the study is to determine, if possible, the kinds of pools that might be adopted and the advantages and disadvantages of each. These can then be weighed—and perhaps we can then determine if there's merit in any of the schemes.

Q. In 1959, when RELCO was a current proposal, a number of meetings were held, and then little more was heard of the plan. Why was this?

A. The principal reason was that traffic dropped off rather sharply and so did equipment orders. There was some surplus of cars for a year or two, and interest in the plan naturally lagged.

Q. But with the car-supply situation that has developed this year, interest in an arrangement like that has picked up again?

A. Yes, there is a very definite interest in the whole car situation, and in efforts to reach some uniform understanding about the best approach to a solution. One effort which seems rather obvious—and one which I think holds possibilities—is better use of equipment.

The average figures on car utilization today are rather shocking, when one stops to consider them. The average number of miles a car travels in a day is in the neighborhood of 50—and you recall that President Kennedy was encouraging people to walk that many miles, in his program promoting physical fitness. Average train speed now is about 20 miles per hour—so the average car is actually in motion in a train for only about two and a half hours a day or about 10% of the time. If we could increase the average mileage per day to 100, the required number of cars would be cut substantially. There are a great many delays on the shippers' account, for one reason or another, but there also are a great many which are chargeable to the railroads.

I believe we, as an industry and as individual railroads, should undertake an improved-service program to try to get much greater use out of present equipment and perhaps avoid large capital expenditures that might otherwise be needed.

Q. What can technological improvements—in the area, perhaps, of automatic car identification, improvement in inter-line communications — contribute toward greater equipment utilization?

A. I don't know that there are any mechanical or electronic devices which will perform any magic. I think the real answer is that we have to make up our minds that this has to be done—and then get out and do the job. We must pay attention to the details of operation much more closely than we have been doing.

Surely, some of the devices you speak of would be helpful, but I don't consider them as a magic that's going to double car use overnight. They will provide greater accuracy and efficiency, and they'll probably tend to improve service in several ways. But, so far as improved use of equipment is concerned, I really think what is needed is just a lot of good hard work, a lot of planning and a lot of careful execution—and a very close cooperation between the operations departments of the various railroads.

There have been a number of interesting suggestions to cut down delays. For example, one idea to encourage faster interchange of cars was to break the per-diem rate into halves—charging half for the first 12-hour period of the day and half for the second. The theory of that idea is that cars now are accumulated during the day, and then delivered to connecting lines late in the evening —at 11:55 p.m. or so. Breaking the per-diem into two pieces would encourage delivery shortly before noon, as well as shortly before midnight—and cars might go on their way 12 hours earlier.

Q. Break-up of per-diem on a time-and-mileage basis has also been considered, I believe.

A. That has been proposed, and from

'Under a system where cars can be drained off our lines and not returned, we find ourselves in the position of being unable to fill our customers' needs.'

the viewpoint of our line I am very much opposed to it for the very simple reason that our cars stand on someone else's line much too long today. A reduction in the daily rate would result in them standing there that much longer. Great Northern's situation in the Northwest with respect to box cars is perhaps unique. We send more cars off-line under load than we receive under load, and we run completely out of cars unless a constant supply of empties comes to us. The flow of cars seems to be interrupted every time there's a shortage anywhere in the country. We believe our ownership is sufficient by any reasonable measure that may be applied. Our percentage of the nation's total ownership in box cars—in all freight cars for that matter—is higher than our percentage of total loadings in the country. That, and many other measurements, indicate that Great Northern ownership is sufficient, but under a system where cars can be drained off our lines and not returned, we find ourselves in the unhappy position of being unable to fill our customers' needs.

Q. GN and a number of other roads are still giving strong backing, I gather, to Senate Bill 1063, the so-called incentive per-diem bill?

A. We are. We think it is a sound bill and supports sound principle—one that should be applied to the use of railroad cars as well as to highway trailers and containers and other devices for moving freight.

Q. Do you see any possibility of action on the measure soon?

A. I'm hopeful it will be taken up and passed shortly after the first of next year.

Q. Specifically, how would the bill help?

A. It would help by encouraging railroads to buy cars, and would enable the ICC to authorize somewhat higher rental rates than those based on barebones cost. Anything that will raise the rental is bound to make it more attractive for railroads to acquire cars. The great need for acquisition of additional cars seems obvious.

Q. From time to time, there are hints of a possible ICC investigation of the car-supply situation. Would you approve of, or welcome, such a move?

A. I don't see any need for the Commission to get into this particular area at this time. The principal reason for the present car situation is that earnings of the industry are too low. And under present law, the Commission is not always able to take the corrective steps necessary. I believe this calls for legislation. The type outlined by President Kennedy in his transportation message of April 1962 would be helpful. But the Congress has been slow in considering and acting upon legislation based on Mr. Kennedy's message. I'm thinking of matters such as inequities in regulation of rates, user charges, unequal taxation, and so forth. These and other things the President recognized as needing review—and corrective action.

Q. So far as car supply itself is concerned, Mr. Budd, do you see any ways carbuilders could give additional help?

A. I think the builders have done a fine job up to the present time. But our own industry hasn't really permitted the carbuilders to do the kind of job they can do. It seems to me that some responsibility for reducing costs of cars must lay within our own industry. For a great many years, we have been intermittent in our orders for equipment. We flood the builders with orders for a while and then orders drop off to nothing. It is obviously costly to operate a plant at overtime for a period, then shut it down completely only to re-open and run at overtime again. If the industry could look ahead far enough and have access to capital in sufficient quantities to give the builders a more-or-less fixed load over a five- or 10-year period, then the builders might be in good position to get their costs and prices down.

Q. Some form of pool such as we were discussing might tend to bring this about?

A. The ultimate car pool might well be able to.

Q. From the standpoint of car construction, do you see any chance that we may see significant departures in car design and carbuilding linked to the shorter depreciation lives now permitted for freight cars?

A. We're going to build enough strength into freight equipment so that it can be handled in any train that is operated. This is the first consideration. Such a car will be rugged enough to last a long time. On the other hand, during a 28- or 30-year car life you must figure on more than one shopping. If the life of the car were shortened and the number of required shoppings reduced accordingly, perhaps this would prove to be an economical course. One of the important factors now in equipment life is the obsolescence factor—and in this rapidly changing world I think this is going to become an even more important consideration. The cars we build today will become obsolete more quickly than the cars we built in the Thirties and Forties. This obsolescence factor might have a big part to play in decisions as to whether older cars are shopped, modified or scrapped. It will be a question of economics.

Q. The present railroad-owned car fleet runs to about 1,550,000 units. Do you have any working estimate as to what total requirements should be?

A. I don't have any definite figure on that—perhaps this number of cars, or even fewer units, would be enough if we could get more intensive utilization, get our own house in order and work diligently with shippers and receivers to reduce delays. Bare figures dealing with cars are not sufficient in themselves. And there's another factor that bears on this: While the situation is somewhat better now, for a good long period we suffered as much from a lack of quality as of quantity cars.

Q. Quality, in what definition?

A. The general physical condition of the car. This seems to hit those of us in the Northwest, again. Many commodities loaded on our line require high-class cars. Again, speaking of box cars, we run a bit over 30% of our own cars on-line. We have to depend on the cars of other lines for handling a good deal of our freight—and many of these cars are not of the proper design or in the proper condition for handling the kind of commodities we load. I'm referring to grain, flour, sugar, dressed pine lumber and similar commodities.

Q. So you're faced with a situation where you have trouble getting cars and then, when you do get them, you have to put money into repairs before they can be loaded.

A. Either that or give the shipper a choice—using a car that isn't up to his standard or not making the shipment. Apparently there is also desire for our high-class cars in other parts of the country, or they would come back in greater volume and more quickly.

How John Budd views today's labor situation

Great Northern President John M. Budd is a man with definite ideas on a number of the vital problems in railroading today. Car supply, as indicated by his comments in the accompanying interview, is one. Labor relations is another.

● **Change the Labor Act?** About a year ago, Mr. Budd made a strong plea for a straightening out of rail management-labor procedures. The Railway Labor Act, he charged, has not worked as it was supposed to—and if government does not start backing up the findings of government-appointed boards in rail labor disputes, then the Act should be changed.

Railway Age asked GN's president if events of the past year—centered largely on the work-rules case—had brought any change in his thinking. His answer, in effect: The only change has been a strengthening of his opinions.

Here's how he sees the situation today:

"In the work-rules case, the Administration found it necessary to ask Congress to provide a means of getting a final settlement of certain key issues. This case has dramatized the way in which the Railway Labor Act has not worked."

● **Management concessions.** "I believe the record will show that there have been about 15 emergency boards since World War II that dealt with wages and working conditions on a national basis. In 13 of those 15 cases, the final disposition called for concessions by the nation's railways which exceeded that which the emergency boards found to be just and proper in the circumstances. So the industry's experience has been that emergency-board recommendations are a floor from which the unions expect to spring to something greater.

"In this work-rules case, the railroads said 'We must support whatever the board says.' The unions were unwilling to settle on this basis. A strike seemed inevitable—and it was necessary to come to arbitration for any realistic settlement of certain issues."

● **What can be done?** Does Mr. Budd think the pattern—marked by lack of government support for its boards—can be broken? What does he recommend in the event the situation does not improve?

"First, I think improvement could come without changes in the law. Administrations will have to decide that they must give full and whole-hearted support to the recommendations of their own appointees if they want the Act to work the way it was intended. I think it can be done."

● **'History of failure.'** "However, if this does not happen and railway labor legislation continues its history of failure, then we must support changes in the law to bring about a satisfactory manner of settling these complicated problems without work stoppages and interruptions in service. In the work-rules case, President Kennedy evaluated the effects of a strike and concluded that rail service was so essential to our entire economy that there could be no gap in it. The same considerations which led to arbitration in the work-rules case may well call for a move to make the findings of emergency boards final and effective on a compulsory basis."

This would, in effect, be a prohibition on transportation strikes? "It would have to be," Mr. Budd declared.

Applicable elsewhere?

In many areas today, carriers are faced with job freeze and job stabilization demands. What are the chances that the formula laid down by the arbitration board in the fireman-off and crew-consist disputes will be applied in other job disputes?

● **Reasonable assumption.** So far as GN's president is concerned, there's "no question" but that the board's award will be influential in other cases. He puts it this way, drawing on recent history: "The work-rules case was first considered by a Presidential Railroad Commission—and some of the basic principles recommended by that group were later applied to other crafts. It certainly is reasonable to assume that the same thing will be true here—that the pattern set by the arbitration board will influence settlements with other crafts. The PRC set down certain principles—providing that a railroad should not be required to keep on unneeded employees but that employees adversely affected by the operating flexibility restored to management should be given protective payments in various forms. In a sense some of these principles were reflected in the settlement of the Telegraphers' dispute with Chicago & North Western, as well as in a few other cases of similar nature."

Mr. Budd is equally firm in his views in the current non-op negotiations—where the carriers face a variety of wage, fringe-benefit and job stabilization demands and have countered with sweeping proposals aimed at permitting more managerial discretion in the conduct of operations.

● **More freedom needed.** This is his position: "Counter-proposals on our part are designed to give us more freedom in some work practices than we now have. We bump into the strict division of labor in many areas, for example, where the work is presumably sacred to one individual or one group of individuals. This has been bothersome, and a costly thing. We think it has been carried beyond reasonable bounds and that more freedom is needed in this direction.

"Our industry has not grown at the same rate that our economy has. We are moving a smaller percentage of total inter-city traffic than we were at the end of World War II, or at the beginning of the war. Part of this relative decline has come about because of the inefficiency and restrictions in all of our labor force brought about by obsolete, unworkable work rules. This has meant, in turn, that job opportunities on railroads have not been as plentiful as in an expanding industry. With the shrinking number of jobs, the unions have taken the attitude that the only way of stopping job decline is by a job freeze. This is not to protect the individuals now on the job, but to protect the job itself, whether it is needed or not. This seems to be the cycle, and I think it's wrong.

"Unneeded jobs cannot be continued, no matter what craft they may be in, and I think the American people agree."

PROVISO PIGGYBACK PLAZA

New yard speeds TOFC

The Chicago & North Western's new $1,100,000 piggyback facility, called one of the largest of its kind in the country, is said to be able to handle 700 of the biggest highway trailers a day.

The Chicago & North Western's Proviso Yard, 14 miles directly west of downtown Chicago, was once the location of an LCL freighthouse widely acknowledged to be one of the largest facilities of its type in the country. When the railroad decided to discontinue its LCL business, the sprawling frame building was dismantled. That was in 1958.

The same spot has now sprouted a facility of an entirely different type, which is considered also to be one of the largest of its kind in the country. This is a piggyback terminal with an estimated capacity for handling 700 of the largest highway trailers daily.

● **Better and faster service.** C&NW officers are convinced that the new piggyback facility has made it possible to render better and faster service to shippers. "Since the new terminal went into operation we have been able to extend the cut-off time for some trains as much as two hours," says Raymond J. Degnan, C&NW's director of motor services. "We have also been able to reduce the cost of both ramping and deramping trailers. The ability to operate on an around-the-clock basis is also a big improvement, which appeals particularly to Plan I shippers."

Proviso Piggyback Plaza, as the terminal has been named, was officially opened for business on October 14. The claim as to its size is valid. Built at a cost of about $1,100,000, it occupies 20 acres, has concrete-paved parking areas for 330 highway trailers, and includes a car-floor-level end-loading dock with an area of 1½ acres, which serves 12 tracks with a total length of 2½ miles. And there's space for adding five more tracks and expanding the trailer parking area in proportion.

● **'Most modern' terminal.** But its size isn't the only reason why North Western people are proud of the new piggyback facility. A statement refers to it as the "most modern piggyback terminal in the country designed exclusively for handling highway trailers on railroad flat cars." Anyone making a close inspection of the terminal would find it difficult to question the truth of this statement.

"Before we did any detailed design work we went around and looked at about a dozen piggyback terminals in the Chicago area," explains J. L. Perrier, division engineer of the North Western's Chicago Terminal division. "But we found most of these terminals to be in the same category as our own existing facilities. Since we considered these out of date we had to start pretty much from scratch in designing our new layout." Which doubtless explains the original nature of some of the features found in the terminal.

Until the new terminal was opened, North Western piggyback traffic in the Chicago area was handled at two locations. One was at its Fortieth Street Yard (Pulaski and Chicago Avenues) and the other at Proviso Yard, not far from the new terminal. Each of the old locations had three tracks with an end-loading ramp.

● **Why it was needed.** The need for new facilities was indicated for several reasons. The rapid growth taking place in the road's piggyback business was one of them. Mr. Degnan figures that over-all the company's piggyback business is growing at a rate of about 20% annually, and this growth rate is expected to hold for at least several years. Hence, new facilities were needed capable not only of handling the present substantial volume of business, which had already outgrown the existing outmoded layouts, but of being expanded in the future.

Low-cost operation

There was another important reason behind the decision to build a new terminal—the desire to provide fast, efficient, low-cost handling of piggyback trailers. "The shipper is paying for the service, and he has to have it," says Mr. Degnan, "or you don't get the business."

● **Logical location.** Proviso Yard was a logical location for the new facility. The site of the old LCL freighthouse provided the required ground area. And the location is at the hub of all C&NW operations in the Chicago area. Says Mr. Degnan: "We can pull a ramp track and within an hour have the cars in a train headed out of town."

Mr. Degnan also explains that Proviso Yard is directly adjacent to the cloverleaf intersection between the east-west Congress Expressway and the north-south Tri-State Tollway. Since these and connecting expressways intersect main highways and thoroughfares in the Chicago area, a high degree of accessibility is afforded between the Piggyback Plaza and all points in and around Chicago.

With the location established, the North Western's engineering department, under the general direction of B. R. Meyers, vice president and chief engineer, undertook the task of designing the new facility.

● **Design requirements.** One of the requirements was to provide a facility for unloading trailers regardless of how they are positioned on the flat cars. At the existing ramp tracks it was sometimes necessary to wye a car or even turn it on a turntable to get it in the right position for unloading. This was a costly and time-consuming operation.

The requirement was satisfied at the new facility by providing two groups of stub-end tracks which approach the loading dock from opposite directions. Thus, regardless of how the trailers on a car are positioned, the car may be unloaded without turning by switching it into the proper track group.

The ability to load and unload trailers from a dock at car-floor height was another requirement. This feature, it was reasoned, would make for faster handling of trailers to and from the cars than if the trailers had to be backed up a ramp at the ends of the tracks. This is an advantage that would have particular value in the presence of snow and ice.

● **Width of loading dock.** With this requirement in mind an arrangement was adopted that provides a concrete-paved loading dock at car-floor height between the ends of the two track groups. The dock was made 180 feet wide. This width was necessary, it was reasoned, to provide room for maneuverability when loading trailers and to avoid interference between tractors handling trailers to and from the two sets of tracks. The maximum length of the dock is 302 feet.

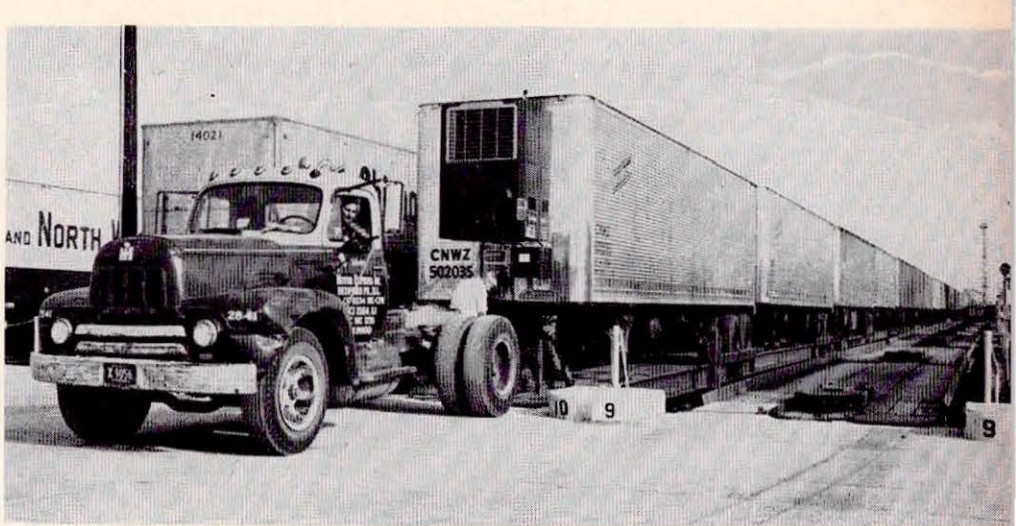
Since the majority of cars handled at the terminal require that the trailers

C&NW's Proviso Piggyback Plaza has over 15 acres of concrete paving, including ramps and loading dock.

be loaded or unloaded from the west end, the track group on the east is the larger of the two. This group has eight tracks, with space available for two additional tracks. The west group has four tracks, with space for three additional tracks.

All tracks are of sufficient length to accommodate at least eight 85-foot cars. Thus, with each car carrying two trailers, the 12 existing tracks can accommodate 192 trailers.

- **Platforms between tracks.** For the use of dock personnel, creosoted timber platforms, 3 feet 8 inches wide, are provided between tracks. Metal poles eight feet high, each carrying a mercury-vapor lighting fixture, are placed at intervals of 45 feet along each platform. At every pole there is



Car-floor-level loading dock facilitates trailer loading and unloading.

an electric outlet for the operation of wrenches and other tools required in securing and releasing the trailers. Every fifth pole contains a talk-back unit that forms part of a paging and communication system that blankets the entire facility.

Instead of conventional bumping posts at the ends of the tracks, the road elected to install Hayco Shock-Free bumping-post heads. This is a device in which the impact of cars is absorbed by powerful coil springs. By means of a special fixture the head may be attached to any flat surface. At Proviso Piggyback Plaza the heads are installed in recesses cast in the faces of the concrete loading-dock walls. The bumping-post heads are supplemented by wheel stops placed at the ends of the tracks.

● **Figuring the parking space.** The parking space required for trailers was figured on the basis that 1½ trailer spots would be needed for each trailer space provided by the track layout. As the facility is now constituted, with 330 trailer spots and track space for 192 trailers, the ratio is about 1.7, but this would be brought more in line with the design ratio when and if additional tracks are constructed and more parking area is provided.

The main parking area, with capacity for 245 trailers, is on the north side of the tracks. A smaller area, with space for 85 trailers, is immediately south of the east track group. From both areas broad ramps rise 3½ feet on almost imperceptible grades to the loading dock.

Main entrance to Proviso Piggyback Plaza is at the west end. There, just inside the entrance gate, is an 18-by 70-foot building for supervisory and clerical personnel. This is a single-story concrete-and-brick structure with the interior walls tiled throughout. Electric radiant heat is used.

The office building is flanked on each side by a 70-foot Fairbanks, Morse electronic scale. An automatic weight-recording unit for each scale is inside the structure. Here also are standby manually operated weigh-beams for use if necessary.

● **Inspection by television.** In designing the facility it was recognized that provision would have to be made for giving all trailers entering or leaving the plaza a thorough exterior inspection. For the most part these inspections can be made from the ground while the trailers are on the scales. But the roofs are another matter. The first thought was that this problem could be solved by a system of overhead mirrors, but this idea was discarded in favor of closed-circuit television.

The system installed consists of a separate Motorola set-up for each side of the office building. In each circuit there is a camera mounted above the roof at the rear (east) end. The companion receiver is placed inside the building alongside the weight-recording unit on the corresponding side of the building.

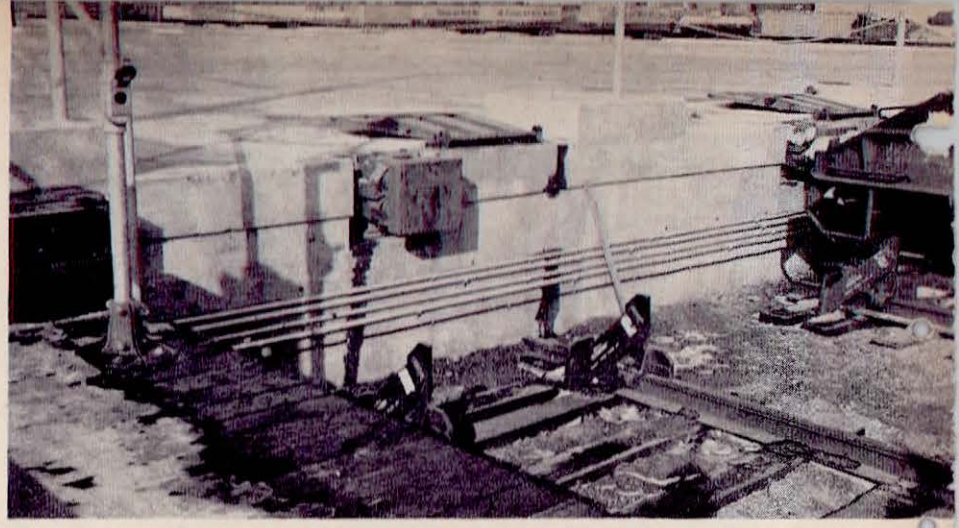
A glance at the receiver will indicate to the scale operator whether there is anything suspicious about the roof of a trailer being weighed. If so, he uses the talk-back system to relay the information to the inspector. The trailer roof is then given a firsthand inspection from the roof of the terminal building. With such inspections in mind the designers of the building provided an outside stairway to the roof and a walkway and handrail around its perimeter.

● **Radio for tractor drivers.** A console for the terminal's communication system is in the office building adjacent to the general foreman's desk. The console is not only a control point for the paging and talkback system linking the office with the tracks at the loading ramp, but it is also a base station for a two-way radio hook-up with the truck-tractors used in handling trailers to and from the flat cars. Thus, the general foreman has instant contact with the drivers of the tractors regardless of where they may be.

The intra-terminal communication system is also tied into a console in the dock supervisor's office, which is in a metal building adjacent to the loading dock. This is a pre-engineered Armco building, 28 feet by 48 feet in size. In addition to the dock supervisor's office, it contains locker-room and welfare facilities for the dock workers.

The radio controls in this building include a transfer key by means of which radio control can be transferred to three of the talkback units in the dock area. This makes it possible for the dock supervisor to remain in communication with the tractor drivers even when he is working about the dock tracks. The paging and talkback system, including the consoles, was furnished by R. W. Neill Co., the radio equipment by Motorola.

Features of interest to both engineers and operating men are found in the paved parking areas at the new terminal. Illuminated by mercury-vapor



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Walkway and handrail atop terminal building aid inspection of trailer roofs.

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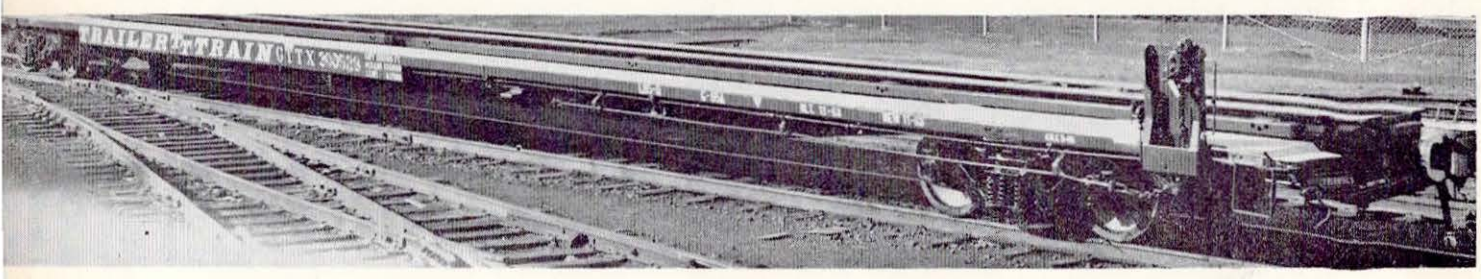

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First of the GP-35s speed freight on the Atlantic Coast Line system

From Jacksonville to Richmond, and then back again (643 miles a day, 18,000 miles a month) the Atlantic Coast Line's crack freight trains No. 109 and 112 are bringing new dimensions to modern freight service. Heading up these trains and other ACL freights are the first of the General Motors GP-35 Diesel locomotives. And they're right at home because the GP-35 has the power for greater speed or heavier tonnage. Maintenance-reduced design keeps them in continuous service longer. Fleet modernization with new GP-35s means more profitable operation for the ACL and better service for its customers.

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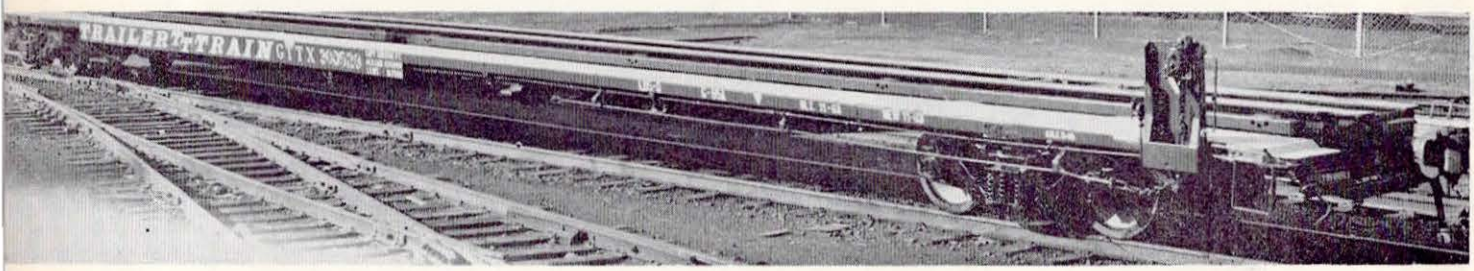

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tion should be denied because the proposed consolidation would be contrary to the policy of the antitrust laws and the national transportation policy. Also rejected were pleas of the Southern and other intervening railroads, including the Illinois Central and Gulf, Mobile & Ohio, that the Commission require the merged company to divest itself of ACL's one-third interest in Louisville & Nashville. While labor-protection provisions of the usual type were imposed, the Commission rejected a plea of the Railway Labor Executives' Association for the so-called attrition basis, i.e., a job freeze.

The principal conditions imposed by the Commission, in addition to the labor-protection requirements and the usual open-route conditions, are designed to insure that Jacksonville will be a wide-open gateway. In that connection, the basic condition will require the merged company, with relatively minor exceptions, to "maintain, in connection with the Southern and its affiliates to and from the Jacksonville gateway, joint rates no higher than the rates applicable over the lines of the merged company through that, or any other, gateway: provided, however, that Southern and its affiliates will extend similar reciprocity to the merged company with respect to all traffic interchanged by Southern or its affiliates at the Jacksonville gateway."

Required grants of trackage rights to Southern and Central of Georgia are also involved in this wide-open-Jacksonville project. The Commission had so much confidence in this project, coupled with the other open-route conditions, that it became "convinced," as the report put it, that the result will be "an increase rather than a decrease in intramodal rail competition that will contribute to the present and future economic development of this important section of the nation."

The dissenters called this "preposterous," and suggested that "even the applicants must be stunned by the Commission's hyperbole." That's a sample of the sniping at the majority report which characterized the dissenting opinion.

● **Door left open.** While no railroad requested inclusion in the merger, the Commission nevertheless imposed another different-from-usual condition whereby it retains jurisdiction for five years for the purpose of considering petitions for inclusion, if they are filed by any or all of nine "financially weak railroads which could conceivably be adversely affected by the merger." The nine are: Appalachicola Northern; Atlanta & West Point; Atlantic & Danville; Columbia, Newberry & Laurens; Florida East Coast; Georgia; Norfolk Southern; Piedmont & Northern; Western of Alabama. This condition will apply only so long as these roads are independent of affiliation "with a trunk line other than the applicants."

The approved merger will create a 12,390-mile system to be called Seaboard Coast Line Railroad Company. Generally, it will serve the Southeast from Virginia to Florida.

The ACL lines extend from Richmond and Pinners Point (in the Norfolk area) in generally southerly and westerly directions to Wilmington, N.C., Spartanburg, S.C., Atlanta, Ga., Albany, Birmingham, Ala., Montgomery, Jacksonville, Fla., St. Petersburg and Tampa, with various intermediate branch lines and a network of connecting lines within the central and western areas of Florida. Seaboard's principal lines extend from Richmond and Portsmouth, Va., southerly to Jacksonville, Tampa, St. Petersburg, Miami and Homestead, Fla. Other SAL lines extend westerly from the ports of Wilmington and Savannah.

Thus, there is much duplication—so much that the consolidation plan contemplates abandonment of more than 1,000 miles of line. The Commission did not take that into consideration, however, in appraising the applicants' claims of prospective savings.

"The merger application," the report said, "contains no request for authority to abandon any line of road. Although the applicants hopefully anticipate that the proposed abandonments can be effected within five years after the merger, all such abandonments would necessarily be contingent upon authorizations from this Commission which can only be granted on a showing of public convenience and necessity. Moreover, many of such proposed abandonments would undoubtedly by subject to vigorous opposition. . . . For these reasons, we are unable to determine the extent, if any, that the claimed savings of $7.4 million could be achieved from future abandonments."

● **Management team named.** The Commission also discounted other hopes of prospective savings, which the applicants put at a total of $38.7 million, including the $7.4-million abandonment item. The discount left the total at approximately $20 million.

The merger plan contemplates that the present SAL would be the surviving corporation.

Top officers of the merged company will be Chairman John W. Smith, now president of SAL, and President W. Thomas Rice, now president of ACL. Present directors of SAL and ACL will be first members of the merged company's board.

URR inks pact on firemen

Agreement calls for elimination of firemen on Pittsburgh road.

A fireman-off provision with a full-attrition clause is part of a new contract agreed upon by the Union Railroad and the Brotherhood of Locomotive Engineers, which represents both engineers and fireman on the Pittsburgh switching and terminal road.

A URR spokesman said the pact sets up these conditions:

- No additional fireman to be hired, and firemen to be eliminated on all jobs by attrition.
- All firemen on the seniority roster, including those furloughed, to be eliminated by attrition.
- Engineers working without firemen will be paid an arbitrary of $3 a day.
- Any further changes in rules governing use of firemen are subject to a five-year moratorium.

The BLE described the agreement as containing a "limited provision for operating some locomotives in the future wihout firemen-helpers."

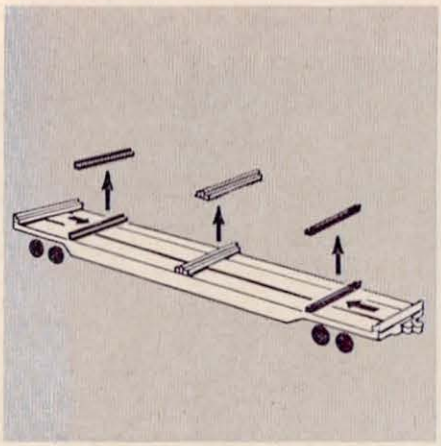
The URR-BLE accord is believed to be the first to touch on the fireman-off issue since the arbitration board made its award in the national work-rules dispute late last month. B.R. Gould, URR vice president and general manager, pointed out that the agreement "differs somewhat from the provisions in the national arbitration award." He said it was entered into "voluntarily by each of the parties."

● **BLE goes to court.** Earlier, the BLE had taken the case to U.S. District Court in a dispute over inclusion of URR in the national case. The Engineers contended that the Union had withdrawn its original 1959 rules notice, but the arbitration board declined to exclude URR. BLE called its suit the "first of a series of challenges to test the validity of the [arbitration] award." Since the award was filed Nov. 26, two principal suits have been filed, one by the BLE and one by the Firemen, Trainmen and Switchmen.

In addition to the firemen-off provision, the URR-BLE contract also includes vacation and pension improvements.

Regardless of Length...

Your Containers Can Be



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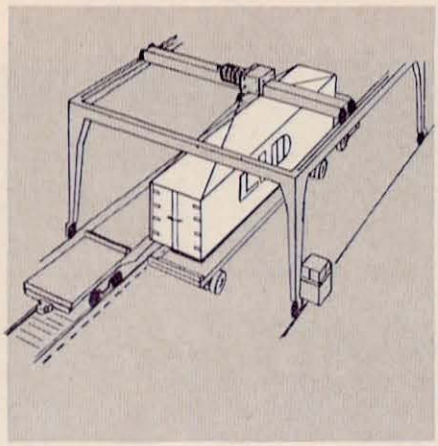

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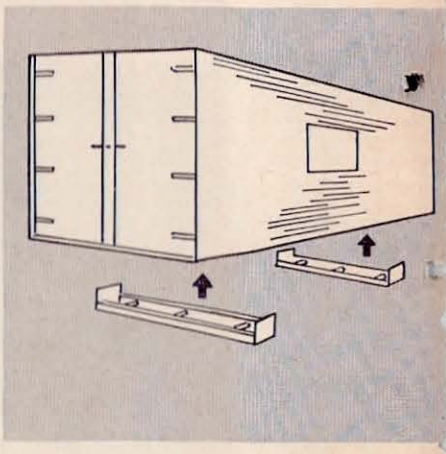

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Photo above shows Dempster SIDELODER putting an REA container on a rail car at the New York Terminal Team Tracks.

tion should be denied because the proposed consolidation would be contrary to the policy of the antitrust laws and the national transportation policy. Also rejected were pleas of the Southern and other intervening railroads, including the Illinois Central and Gulf, Mobile & Ohio, that the Commission require the merged company to divest itself of ACL's one-third interest in Louisville & Nashville. While labor-protection provisions of the usual type were imposed, the Commission rejected a plea of the Railway Labor Executives' Association for the so-called attrition basis, i.e., a job freeze.

The principal conditions imposed by the Commission, in addition to the labor-protection requirements and the usual open-route conditions, are designed to insure that Jacksonville will be a wide-open gateway. In that connection, the basic condition will require the merged company, with relatively minor exceptions, to "maintain, in connection with the Southern and its affiliates to and from the Jacksonville gateway, joint rates no higher than the rates applicable over the lines of the merged company through that, or any other, gateway: provided, however, that Southern and its affiliates will extend similar reciprocity to the merged company with respect to all traffic interchanged by Southern or its affiliates at the Jacksonville gateway."

Required grants of trackage rights to Southern and Central of Georgia are also involved in this wide-open-Jacksonville project. The Commission had so much confidence in this project, coupled with the other open-route conditions, that it became "convinced," as the report put it, that the result will be "an increase rather than a decrease in intramodal rail competition that will contribute to the present and future economic development of this important section of the nation."

The dissenters called this "preposterous," and suggested that "even the applicants must be stunned by the Commission's hyperbole." That's a sample of the sniping at the majority report which characterized the dissenting opinion.

● **Door left open.** While no railroad requested inclusion in the merger, the Commission nevertheless imposed another different-from-usual condition whereby it retains jurisdiction for five years for the purpose of considering petitions for inclusion, if they are filed by any or all of nine "financially weak railroads which could conceivably be adversely affected by the merger." The nine are: Appalachicola Northern; Atlanta & West Point; Atlantic & Danville; Columbia, Newberry & Laurens; Florida East Coast; Georgia; Norfolk Southern; Piedmont & Northern; Western of Alabama. This condition will apply only so long as these roads are independent of affiliation "with a trunk line other than the applicants."

The approved merger will create a 12,390-mile system to be called Seaboard Coast Line Railroad Company. Generally, it will serve the Southeast from Virginia to Florida.

The ACL lines extend from Richmond and Pinners Point (in the Norfolk area) in generally southerly and westerly directions to Wilmington, N.C., Spartanburg, S.C., Atlanta, Ga., Albany, Birmingham, Ala., Montgomery, Jacksonville, Fla., St. Petersburg and Tampa, with various intermediate branch lines and a network of connecting lines within the central and western areas of Florida. Seaboard's principal lines extend from Richmond and Portsmouth, Va., southerly to Jacksonville, Tampa, St. Petersburg, Miami and Homestead, Fla. Other SAL lines extend westerly from the ports of Wilmington and Savannah.

Thus, there is much duplication—so much that the consolidation plan contemplates abandonment of more than 1,000 miles of line. The Commission did not take that into consideration, however, in appraising the applicants' claims of prospective savings.

"The merger application," the report said, "contains no request for authority to abandon any line of road. Although the applicants hopefully anticipate that the proposed abandonments can be effected within five years after the merger, all such abandonments would necessarily be contingent upon authorizations from this Commission which can only be granted on a showing of public convenience and necessity. Moreover, many of such proposed abandonments would undoubtedly by subject to vigorous opposition. . . . For these reasons, we are unable to determine the extent, if any, that the claimed savings of $7.4 million could be achieved from future abandonments."

● **Management team named.** The Commission also discounted other hopes of prospective savings, which the applicants put at a total of $38.7 million, including the $7.4-million abandonment item. The discount left the total at approximately $20 million.

The merger plan contemplates that the present SAL would be the surviving corporation.

Top officers of the merged company will be Chairman John W. Smith, now president of SAL, and President W. Thomas Rice, now president of ACL. Present directors of SAL and ACL will be first members of the merged company's board.

URR inks pact on firemen

Agreement calls for elimination of firemen on Pittsburgh road.

A fireman-off provision with a full-attrition clause is part of a new contract agreed upon by the Union Railroad and the Brotherhood of Locomotive Engineers, which represents both engineers and fireman on the Pittsburgh switching and terminal road.

A URR spokesman said the pact sets up these conditions:

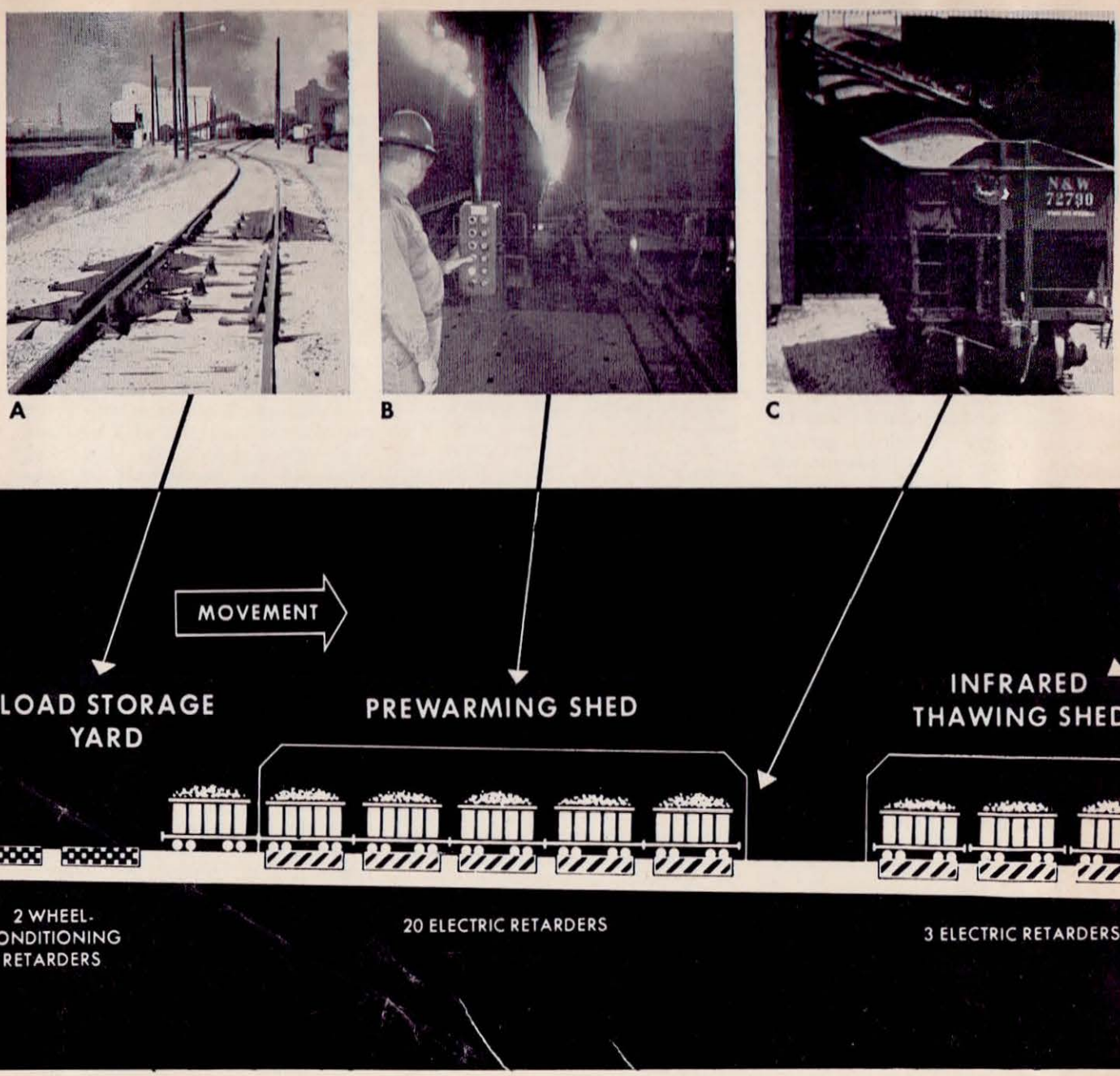
- No additional fireman to be hired, and firemen to be eliminated on all jobs by attrition.
- All firemen on the seniority roster, including those furloughed, to be eliminated by attrition.
- Engineers working without firemen will be paid an arbitrary of $3 a day.
- Any further changes in rules governing use of firemen are subject to a five-year moratorium.

The BLE described the agreement as containing a "limited provision for operating some locomotives in the future wihout firemen-helpers."

The URR-BLE accord is believed to be the first to touch on the fireman-off issue since the arbitration board made its award in the national work-rules dispute late last month. B.R. Gould, URR vice president and general manager, pointed out that the agreement "differs somewhat from the provisions in the national arbitration award." He said it was entered into "voluntarily by each of the parties."

● **BLE goes to court.** Earlier, the BLE had taken the case to U.S. District Court in a dispute over inclusion of URR in the national case. The Engineers contended that the Union had withdrawn its original 1959 rules notice, but the arbitration board declined to exclude URR. BLE called its suit the "first of a series of challenges to test the validity of the [arbitration] award." Since the award was filed Nov. 26, two principal suits have been filed, one by the BLE and one by the Firemen, Trainmen and Switchmen.

In addition to the firemen-off provision, the URR-BLE contract also includes vacation and pension improvements.



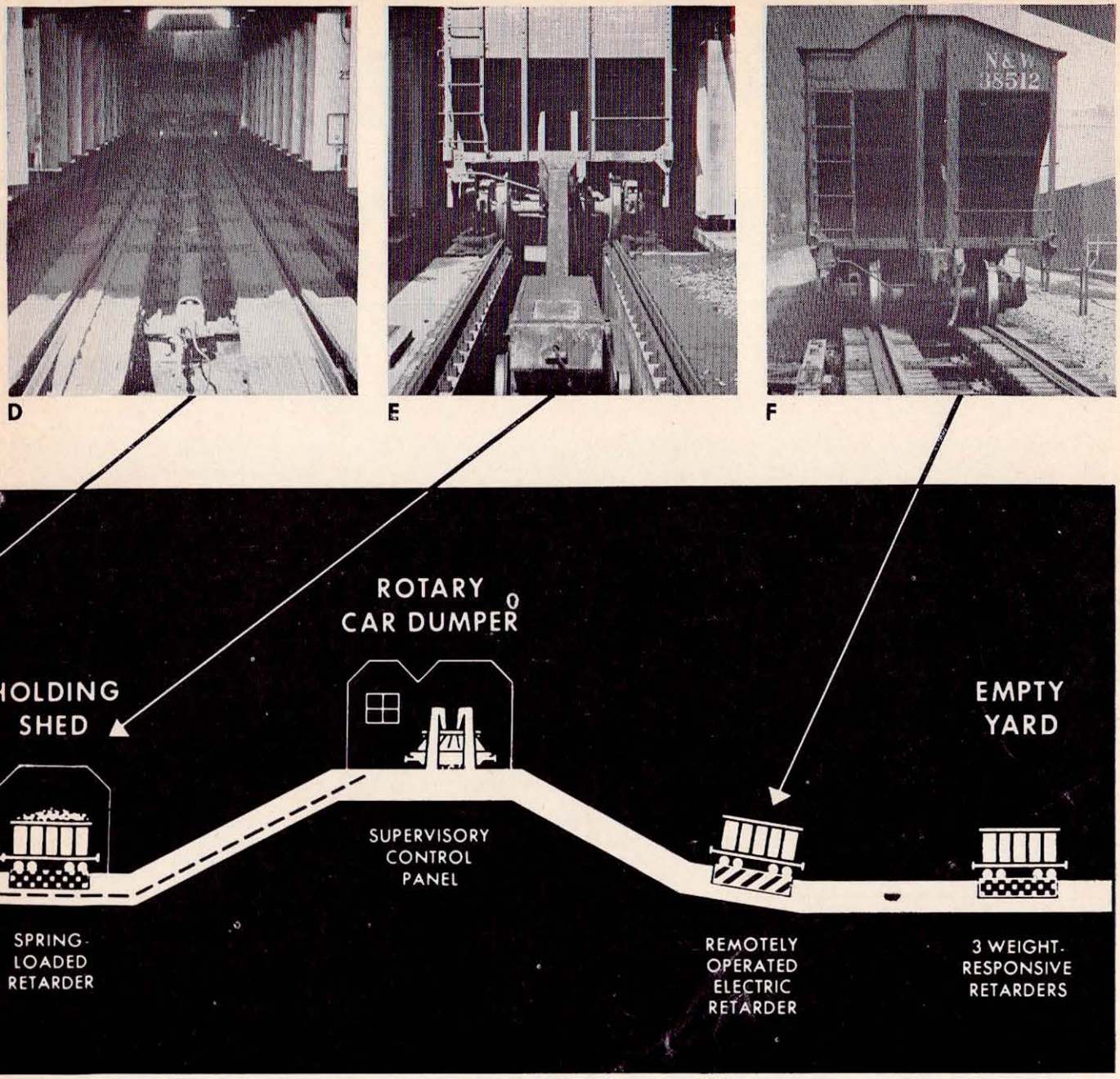
COAL HANDLING FACILITY...

How U. S. Steel uses gravity at Gary, Ind.

Using retarders to control their speed as they roll downgrade, U. S. Steel is handling twenty hopper cars per hour in its rotary car dumper at a coal-preparation plant.

Gravity and General Railway Signal Co. have formed a partnership to provide U.S. Steel Corp. with a quick and efficient method of handling loaded and empty hoppers at its Gary, Ind., coal-preparation plant. Loaded hoppers, with 50 to 85 tons of coal, are brought from a storage yard, through infrared thawing sheds, to a rotary car dumper. From there, the empties are sent to an empty car yard.

Before installation of GRS car retarders providing automatic control of car movements, a locomotive was required to push the loaded cars up to the dumper, and riders braked the empties as they rolled down into the empty yard. (Pictures and diagram above are described in keyed material on opposite page.)



SEQUENCE OF OPERATIONS

A The 4-track load storage yard is the receiving point for a maximum of 160 cars. GRS weight-responsive retarders (foreground), at the entrance to the yard, are used to remove sharp beads and grease from the car wheels. After the cars are spotted, the brakes are released and slack is compressed.

B The pre-warming shed, which spans a portion of the load storage yard, is the discharge point for each car. Cars are held on the downgrade by 20 electric retarders, five per track. An attendant positions a lever to select one of the four storage yard tracks, then presses a start button to energize the five retarders for the track he selected. At the pushbutton pendant, he closes and opens the retarders to inch the cars forward.

C The car leaves the prewarming shed and rolls by gravity to the infrared thawing shed.

D Three electric car retarders control car movement in the thawing shed. Retarders open and close automatically to pass cars forward to the release point. An attendant on the rotary car dumper monitors this operation on a supervisory control panel. Indication lamps keep him informed about the position of each car.

E As conditions permit, a car is released from the thawing shed and rolls to the holding shed. The car is stopped and held in position by a fixed, spring-loaded retarder, Next, the cable-controlled barney is positioned automatically behind the car to shove it out of the inert retarder and up grade into the rotary dumper. After dumping, the empty car is shoved out of the dumper by the next loaded car.

F The empty car rolls by gravity to empty yard, its speed controlled by an electric retarder on the lead. An attendant may remotely control electric switch machines to route empties properly.

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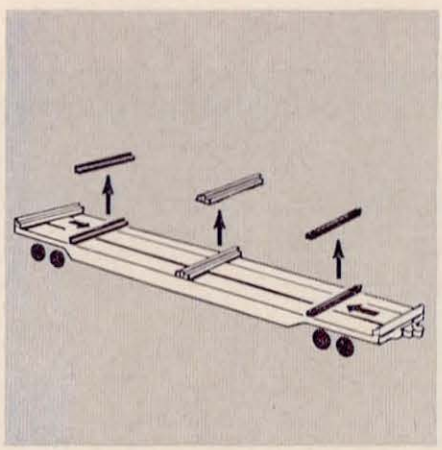

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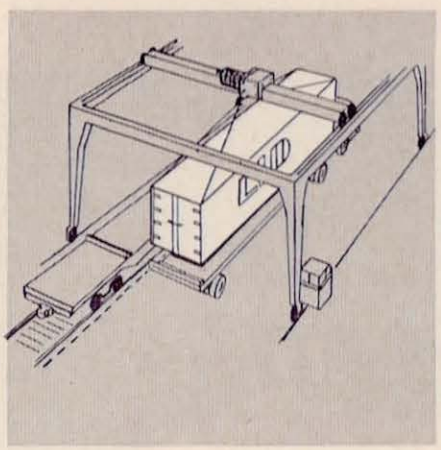

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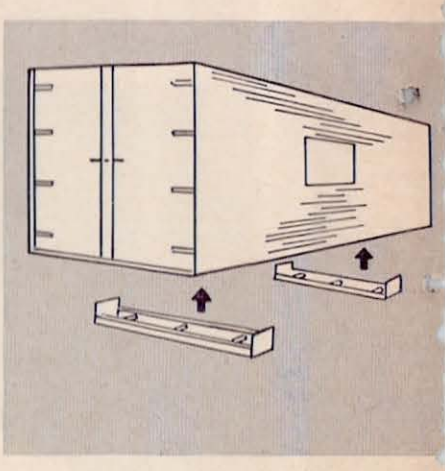

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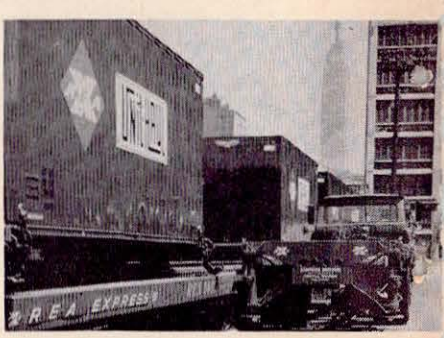

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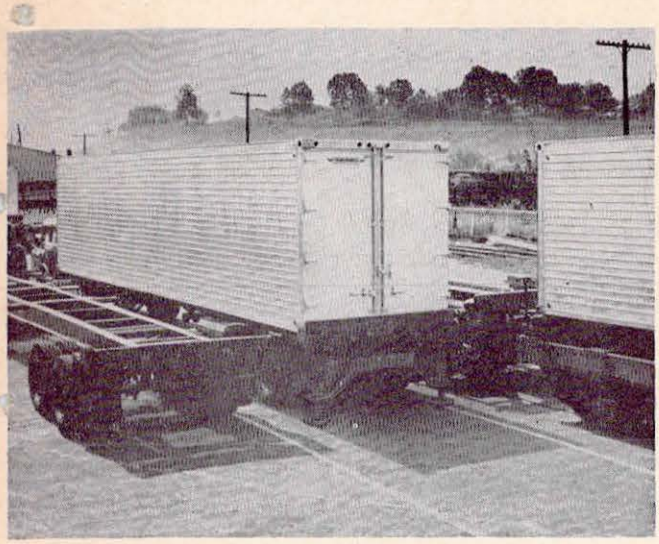
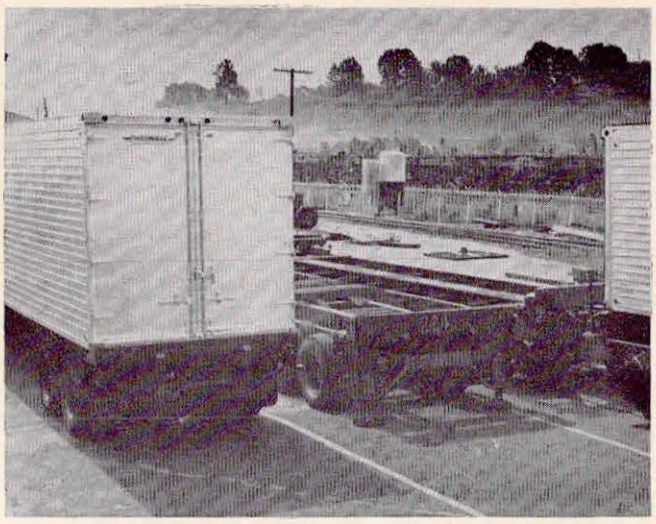
Adapted for Handling

by the New SIDELODER.*





The dramatic photos above show the new Dempster SIDELODER 40 ft. trailer model transferring a 40 ft. container from a rail car to a lightweight delivery unit in less than two minutes. The transfer is accomplished smoothly, quickly and free of shock by action of the SIDELODER pulling and pushing the container with its twin bail hooks, which engage the bail bar assemblies mounted flush under the container. All operations are performed by one man from controls in the cab. The SIDELODER goes anywhere, works anywhere, travels at over-the-road truck speeds to distant tracks or spurs to perform this job.

Rail-to-Door Container Service

Thanks to the new 40 ft. Dempster SIDELODER Trailer Model, rail-to-door container service is now a practical reality with any length container. The standard SIDELODER models handle 20 and 40 ft. containers. However, through the use of movable bolsters, which hold the containers in transit, any cushioned rail car can quickly be adapted to handle any length container, as well as the SIDELODER transfer unit and lightweight delivery unit. The bolsters which hold the corner castings of the container in transit are simply moved to the desired length and bolted down.

Another new development is the removable bail bar assembly which can temporarily convert any container for use with the SIDELODER System. As the container is placed on the rail car, the bail bar assemblies are removed and another set attached at the destination for delivery service. The bail bar assemblies are recessed under the containers to permit shipboard or stacking at rail side where desirable.

The SIDELODER System is completely compatible and interchangeable with other systems such as crane and fork-truck handling.

Write today for the new six-page brochure on the Dempster SIDELODER Trailer.

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SIDELODER

ONE OF THE

DEMPSTER DUMPSTER®

SYSTEMS

DEMPSTER BROS. Inc

Dept. RA-121

Knoxville 17, Tennessee

1. How do you expect your company's over-all business in 1964 to compare with 1963?

Better *53*
Same *20*

2. How do you expect your total transportation needs in 1964 to compare with 1963?

Larger *50*
Same *23*

3. How will your total use of railroad transportation in 1964 compare with 1963?

Larger *39*
Same *28*
Smaller *4*

4. Do you contemplate any major changes in your transportation policies during 1964?

Yes *15*
No *55*

Shippers have high hopes for good '64

Traffic Poll predictions of a business upswing are borne out by Shippers Boards' forecasts.

As new calendars go up on the walls of industrial traffic managers' offices across the nation this week, the hopes of the shippers will symbolically go up with them. Because 1964 is expected to be a happy new year in more ways then one.

Almost three to one, traffic men responding to Railway Age's December Traffic Poll confidently predict that over-all business for their companies will be better in 1964 than it was in 1963. And, significantly, seconding the motion—for the first quarter at least—are the 13 Shippers Advisory Boards who are predicting an over-all increase of 4.0% in carloadings, as compared with actual carloadings of first quarter 1963.

The expected upswing in business will bring with it an increase in total transportation requirements. Fifty shippers answering the Railway Age poll said they will need more transportation services than last year, while 23 replied that their requirements will be about the same.

The railroads stand to share in much of the expected 1964 business prosperity, with 39 of the shippers predicting that they will be using more rail transportation than they did this past year. The carriers will get about the same amount of business in 1964 from 28 of the shippers, while only 4 said they would be using the rails less.

Most shippers (55) said they were not contemplating any major changes in their transportation policies during the next 12 months. Fifteen said they were considering some important changes.

Comments from a number of shippers reflected a renewed optimism over the railroad industry's chances for meeting challenges posed by changing technology in the transportation field.

Richard J. Yager, manager of traffic, **Lily Tulip Cup Corp.,** New York City, said any major change "in our transportation policy per se is largely dependent on new innovations and services to be offered by the railroads. With the significant progress that has been made, we are looking toward 1964 with anticipation."

The vice president in charge of transportation for a large eastern distillery predicted that "new and better box cars will reduce claims (we hope) and tend to favor rail car shipment." He also cited TOFC and the use of jumbo tank and hopper cars as factors influencing his company's proposed increased use of rail tonnage. He said the railroads are on the threshhold of making great advances "and it's up to them not to 'miss the train.' "

A. S. Daviau, traffic manager for **The Mennen Co.,** Morristown, N.J. commented that "transportation agencies face an unusual 1964. Railroads are still in their period of 'regrowth', and all appearances suggest a repeat performance" of their 1963 record. Motor carriers, he said, "will bear watching. They face the possibility of new, more aggressive competition which could alter or change their position in the transportation picture. Looks like an interesting 1964."

Much of the tonnage that will go to the railroads in 1964 will be because of piggyback, shipper comments indicate.

A large food manufacturer's vice president in charge of traffic said he envisions "increasing use of Plan II piggyback and its companions (Plan II½ and V), particularly if proper equipment is made available for damage-free movement."

Hershey Chocolate Corp.'s General Traffic Manager Howard Gabriel, predicted that "the expansion of Plan III, and other piggyback operations will

have a big effect on box car traffic. As more trailers become available and adoption of uniform contracts is expanded, we will certainly take advantage of this greater flexibility and improved service."

Other shippers predicted general increases in their use of piggyback with leased trailers, and in REA Express pallet service.

About half a dozen December poll respondents had something to say about railroad equipment—or the lack of it.

The sales and service and traffic manager for a large western farm implements manufacturer said new methods of unloading farm products (pneumatic, air expulsion etc.) "will necessitate new types of equipment."

Predicting that his company will use railroad service less in 1964, the traffic manager of a marble quarry commented that "car supply is a serious rail problem . . . transit time favors truckload shipments."

W. C. Cole, general traffic manager of **Georgia-Pacific Corp.,** Portland, Ore., put it succinctly: "More and better cars are needed."

One traffic manager, who said his company will use more piggyback during the next 12 months, also cited the need for more 53-foot flat cars. And J. J. D'Arcy, general traffic manager for **Congoleum Nairn, Inc.,** Kearny, N.J., said he is "heartily in accord with the stepped-up railroad equipment program."

A number of traffic managers mentioned rates as influencing their transportation policies in 1964. C. F. Witmyer, traffic manager for **John W. Eshelman & Sons,** Lancaster, Pa., said his firm is contemplating a major change in its transportation program but "this change depends entirely on what the railroads do in regards to rate structure on grain and grain products. If railroads will establish rates on an equitable basis, the product will move by rail, otherwise by truck."

A. Sarkis, traffic manager, **Crucible Steel Co. of America,** Pittsburgh, Pa., said that during 1964 "we will have more rail tonnage due to rate negotiations carried on in 1963. Also, the use of special railroad equipment has taken tonnage away from motor carriers."

R. R. Rabon, traffic manager, **Campbell Taggart Associated Bakeries,** Dallas, Tex., whose company plans to use more rail service in 1964, and also plans some transportation policy changes, notes: "The railroads are favorably considering a reduction in wheat flour rates at higher minimum weights from SWFB & WTL to SFA and within SFA, and when approved in all territories a substantial amount of truck flour traffic will be restored to the railroads." He said that would "prevent a further leeching of flour traffic from the railroads."

W. G. Koplin, traffic manager, **The Salt Lake Hardware Co.,** Salt Lake City, Utah, said his company plans to use less rail service in 1964, adding they would rely more on motor carriers "due to better service, great flexibility, and more for the transportation dollar spent." He said railroad rate officers have failed to "recognize today's shipper rate requirements based on service performed, and to establish rates and minimas accordingly."

A glass sand manufacturer's traffic manager said that the company anticipated a decline in use of rail transportation in 1964, and that the "increased trend toward truck movement of bulk commodities will continue unless rail carriers act."

In the opposite vein, a large bulk commodity shipper said his firm is thinking about substituting train-load movement from the Southwest to the east, for present movements by water.

A grain company traffic spokesman said his company's business prospects for 1964 will depend a great deal on "sales to the Soviet as to considerable increases" and also on the availability of rail equipment.

The general business picture north of the border in Canada also looks good, according to a poll reply from George W. Langston, general traffic manager, **Crane Canada, Ltd.,** Montreal. He said economic forecasts predicting a 5-10% betterment "should provide a greater use of transportation facilities."

ACL orders 135-ton covered hopper

Covered-hopper-car capacity has again moved upward with the Atlantic Coast Line's mid-December announcement of a 135-ton design with a car body of U.S. Steel's Tenelon stainless alloy.

ACL's president, W. Thomas Rice said, "Our new car will be be capable of carrying an almost limitless variety of cargoes ranging from foods to coal." When the car is delivered early next spring by Pullman-Standard from its Butler, Pa., plant, Mr. Rice said, it will be road tested "as a prelude to introducing a fleet of them into ACL service during the months ahead." The tests will determine the car's suitability for integral-train operation, he said, and will also dramatize its cargo-carrying versatility.

Although exact cubic capacity has not been announced, the car will be the in the over-5,000-cubic-foot class. It will be the first car to be carried on American Steel Foundries' new six-wheel, 150-ton-capacity trucks (RA, Sept. 30, p. 27). Another innovation will be the automatic washing system installed inside the hoppers. When coupled to a track-side water source the system will flush out the stainless-steel interior making it "kitchen-clean" for the next lading.

For weight reduction, two other USS low-alloy, high-strength steels are used: Tri-Ten for the center sill and key structural parts, Cor-Ten for the side posts and secondary structural members. Loading will be through four elongated center hatches. Discharge will be through large hopper gates that can regulate the flow from a trickle to a quick dump.

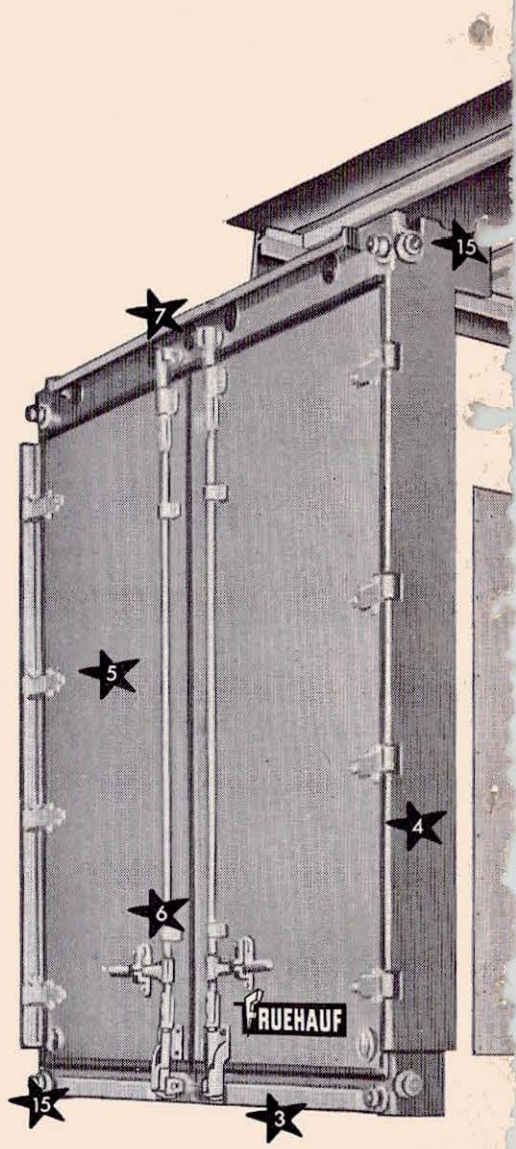
ACL recently ordered 10 Tenelon cars as part of a 100-car order for 100-ton covered hoppers (RA, Dec. 2, p. 31). The road also ordered 1,000 box cars last month (RA, Nov. 18, p. 35).

ONLY A FRUEHAUF CONTAINER

1. Choice of Smooth Beaded Sides or Sidewalls with Exterior Posts.
2. Shock-Absorbing, Rubber-Mounted Sealed Element Lights.
3. High and Wide Rear Opening for Easy Loading of Big Payloads.
4. Welded Steel Structure, Front and Rear, for Stacking Requirements.
5. Aluminum or Steel Plymetal Rear Doors.
6. Antirax* Door Latches that Prevent Relative Movement, Stabilize Entire Rear End.
7. Giant-Size Gutter Keeps Water Off Doors.
8. One-Piece Aluminum Roof, Bonded to Roof Bows for Added Strength, Rigidity.
9. Roof Fastenings are *Outside* Containers, Protecting Interior Against Water, Dust.
10. Nose Is Square on Inside, Allowing Firmly Packed Loads.
11. Optional Upper Coupler and King Pin Arrangements, Including Recessed, Protected Light and Brake Hose Connections.
12. Automatic Electrical Contact Plate and Spring.
13. Aluminum or Steel Crossmembers on 12" Centers.
14. Choice of Floors, Including Famous, Stronger Fruehauf Composite.
15. Complete Equipment for Lifting and Lashing.

Containers Available as Insulated Units With Choice of Insulation, Floors, and Refrigeration Systems.

*Fruehauf Patent Pending



In addition to the features highlighted above — with their many money-making advantages—Fruehauf Containers offer many optional features for maintenance-free operation. Your Fruehauf representative will give you all the facts, will show you how these trim, sturdy containers will increase the flexibility and efficiency of *your* shipping schedules—protecting your cargoes and profits all the way.

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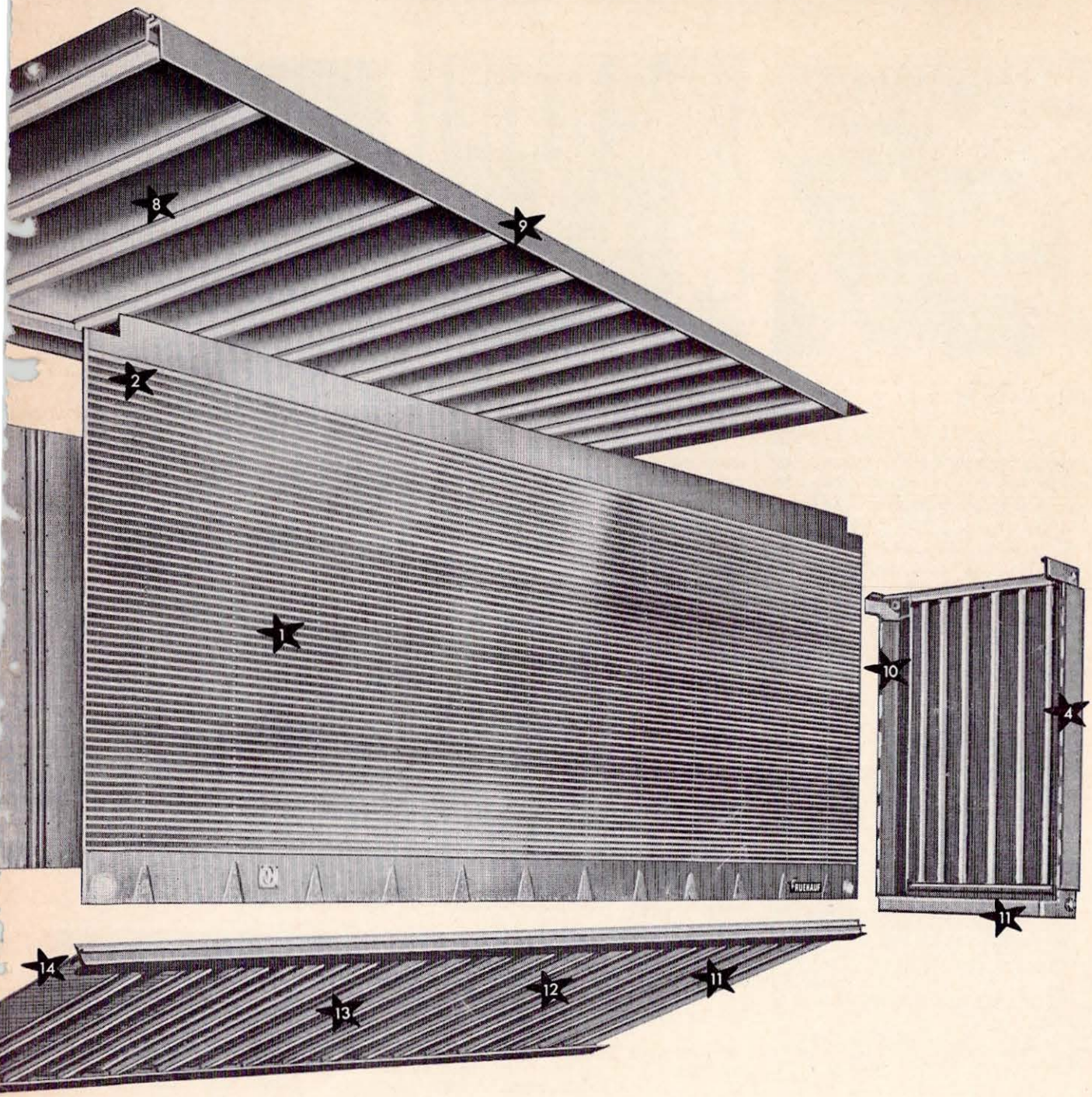
DIVISION ■ FRUEHAUF CORPORATION
10953 Harper Avenue ■ Detroit 32, Michigan

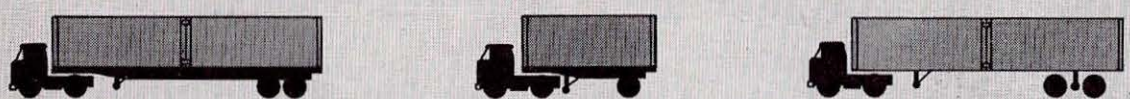
FRUEHAUF CONTAINERS

"ENGINEERED TRANSPORTATION"—The Key to Transportation Savings

HAS ALL THESE ADVANTAGES!



TO AND FROM RAILHEAD, FRUEHAUF CONTAINERS RIDE SAFELY AND ECONOMICALLY...



IN PAIRS ON A FRUEHAUF PLATFORM TRAILER... OR SINGLY ON FRUEHAUF CHASSIS... OR LINKED TOGETHER AS ONE

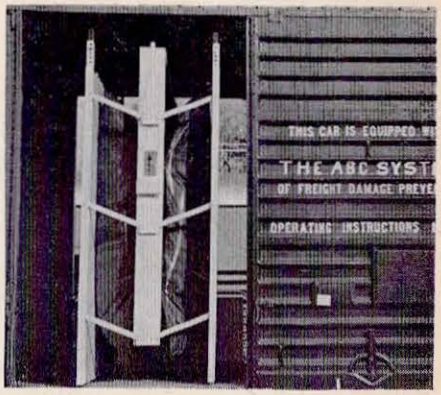
NEW PRODUCTS REPORT

Utility Vehicle (RA-1)

A new utility vehicle—the Full-Ton Haulster—is designed for low-cost, big-capacity hauling in railroad yards, rip tracks and store departments. It has a rated capacity of 2,000 lb plus driver, an 84-in. wheel base, and is 51 in. wide, 133 in. long and 40 in. high. Featuring 3-wheel maneuverability, it has a clear turning circle of 23 ft. With optional automotive steering, the Full-Ton Haulster has a 17½-ft turning circle. *Cushman Motors.*

Air-in-Pallet Kit (RA-2)

The Load Glide air-in-pallet apparatus permits movement of unitized loads on a low-pressure air film. Air is pumped into pallet through hose linked to a compressor, flowing downward to floor through special air casters on bottom of pallet. Supported on the air film loads can be moved in any direction with only 5 lb of effort per 1,000 lb of weight. Rough castings or electronic components can be moved in loads up to 6,000 lb. *Clark Equipment Co.*



Pneumatic Bulkhead (RA-3)

The low-pressure air cushion of the ABC push-button damage-control bulkhead maintains a constant "live" force against lading, holding it firmly as a single mass. If set pressure on lading is relaxed by a fraction of a pound, the bulkhead, which has an expansion range of 1 to 27 in., automatically takes up the slack, eliminating voids. An axle generator operates compressor which maintains air-cushion pressure. *Air Bulkhead Car Corp.*

Lading Protection (RA-4)

To protect salt against the ravages of snow and ice, the Diamond Crystal Salt Co. uses C-Lite, a vinyl coated, reinforced nylon fabric. It is one third the weight of canvas previously used and does not rot. It is stronger, waterproof, chemical resistant, and impervious to moisture. Snow and ice will not stick to it. The material is available in clear transparent, and yellow, blue, red and green opaque. *Canton Containers, Inc.*

Shipping Bag Adhesive (RA-5)

Properly applied a new palletizing adhesive is said to result in firm, non-shifting loads for rail or truck shipments, yet permit easy removal of the bags from the unitized pallet without bag-wall damage. The adhesive was developed by Chase Bag Co. in cooperation with an adhesive manufacturer. It has been tested both in Chase laboratories and under rugged field conditions, and is being used by chemical product manufacturers. *Chase Bag Co.*

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12/23-30/63

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Market Outlook

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GONDOLA	100	25	110
COVERED HOPPER	1,115	525	3,407
REFRIGERATOR	1,753	431	3,477
STOCK	0	0	300
TANK	369	587	2,203
CABOOSE	12	15	74
OTHER	115	6	140
TOTAL	8,331	3,911	26,611
CAR BUILDERS	6,726	2,925	15,426
RAILROAD SHOPS	1,605	986	11,186

Christmas is too short

It is good business, and good morals as well, not to hate your opponents, while you resist their efforts to injure you.

No one (or hardly any one) hates anybody else around Christmas time. What is this temporary shelving of strife anyhow—some kind of pious sentimentalism?

We have a letter from J. J. O'Connor, general chairman of the Brotherhood of Railroad Trainmen on the Erie-Lackawanna. He observes that—

"There are railroad men whose religious thoughts make them conscientious in their relations with management, but, as is the case with all 'good things,' you usually don't hear about them."

Mr. O'Connor then goes on to tell about a conference he and some of his associates had recently with E-L Vice President Fred Diegtel and several of his colleagues. At the opening of this meeting, a typewritten invocation by a Bethlehem, Pa., clergyman was passed around. It read in part as follows:

"Let your Spirit touch each person in this room. Open to us your leading that we may seek an answer to our differences that will be fair to all. As we leave this room, help us interpret the actions we have taken to those to whom we are responsible."

Is such an attitude of mind toward discussion of controversial questions merely soft-boiled sentimentality? Is it not, rather, the essence of hard-boiled practicality—assuming, that is, that the purpose of a conference is to reach some workable agreement?

We are not asked to agree to things we sincerely believe to be wrong. The approach of the Christmas season does not necessarily make the demands of unionists look any more attractive to managements (or vice versa) than before. The season does not require railroad people (including this paper) to be more tolerant than at other times of governmental boondoggling in behalf of rival transportation agencies. But the Christmas spirit, where it really takes hold, does soften, or even obliterate, for a time, the personal dislike, or worse, that most of us are inclined to feel toward our opponents. The Christmas spirit is like the lubricant in a journal box. It won't keep a cracked journal from failing—but, without the lubricant, not even a sound journal will last for long.

One of this country's able essayists, who for a while worked in the precincts of the railroad business, was the late Interstate Commerce Commissioner Thomas F. Woodlock. Mr. Woodlock, after he left the Commission, was a Wall Street Journal columnist (and for a time, its editor). In his daily column he did not deal with trivialities, but went deeply into soul-searching questions that most men are too bashful to discuss. Such things as good and evil.

In a brief essay about the Christmas spirit, Mr. Woodlock drew a distinction between two kinds of love—the love of desire, and the love of good will. It is the latter variety, of course, which gets the emphasis at Christmas time. Mr. Woodlock related an illustrative anecdote, somewhat as follows—

There was an abbot in charge of a monastery who was hard to please—a stern disciplinarian. Under his rule there was a lay brother who was of kindly disposition, but mighty awkward. One day the abbot gave him a good dressing down—stopping his tirade to ask: "You don't like me, Brother Anselm, do you?" "No," Brother Anselm answered, "I do not like you but I love you."

Considering the 'other fellow'

Mr. Woodlock went on to explain that we are not called upon to forget all about self and think and act solely for others. "But the 'other fellow,' his rights and his interests, must have place in our scheme of social life, so that accommodation of his rights and his interests with our own shall be a natural process in our daily lives. . . .

"Does this mean that, if we are to live in a democratic way, we must have the 'Christmas spirit' all year around? Yes, some of it, enough of it at least to drive out its contrary, group selfishness, group hates and group conflicts."

All people of mature years have observed, over and over again, where spiteful behavior toward associates and subordinates has come home to an uncomfortable roost. For example, we all have seen cases where a mistreated subordinate or competitor has later turned up as the offender's boss. Animosity in personal relationships isn't only bad morally, but frequently it is bad in a business way, too. We are admonished to love the sinner, but this doesn't mean we also have to love his wrong-doing. We can extend personal good will toward the members of the Truckers and Bargemen's Anti-Railroad Associations, without obligation to approve their political programs.

All of which suggests that generosity and even extravagance in the celebration of Christmas may not be as irrational as we are sometimes inclined to suspect. On the contrary, maybe Christmas is the only time of the year when we really act sensibly—and as it is intended that we should act all the time.

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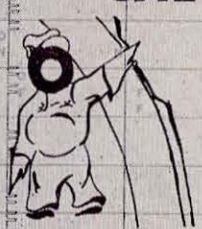
WHEEL CHECKERS



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DENVER, COLORADO 80223
Area Code 303
Phone 722-2026 or 722-0313

(Reference No. 36A)

PEOPLE

Walter J. Tuohy
C&O-B&O

Sam B. McNaghten
C&S-FW&D

CANADIAN PACIFIC.—D. W. Gillis, assistant to manager of traffic research, Montreal, appointed general freight agent, Prairie Region, Winnipeg, Man.

J. D. Jardine appointed division engineer, Montreal Terminals, succeeding **R. E. Grant,** promoted.

D. G. Dow named assistant division engineer, Montreal Terminals, succeeding **W. A. Ballantyne,** promoted.

CHESAPEAKE & OHIO—BALTIMORE & OHIO.—Walter J. Tuohy was elected chairman of the B&O on Dec. 16. He continues as president and a director of the C&O.

CHESAPEAKE & OHIO.—Jay R. Angle appointed manager—market research and traffic planning, Cleveland.

CLINCHFIELD.—John C. Birmingham appointed freight claim agent, Erwin, Tenn., succeeding **O. F. Guinn,** retiring Dec. 31.

COLORADO & SOUTHERN-FORT WORTH & DENVER.—Sam B. McNaghten, formerly assistant to general manager, **Burlington,** Chicago, appointed general superintendent, **C&S-FW&D,** with headquarters at Fort Worth, Tex.

DAVENPORT, ROCK ISLAND & NORTH WESTERN.—James E. Cary appointed general manager, succeeding the late **J. J. VanBockern** (RA, Nov. 11, p. 31).

GRAND TRUNK WESTERN.—Donald E. Prover, superintendent of labor relations, Detroit, named labor relations officer there, to succeed **Walter W. Byam,** retired.

MILWAUKEE.—W. K. Peterson, special representative to vice president-operations, named assistant superintendent, Chicago Terminals, Bensenville, Ill.

MISSOURI PACIFIC.—Sylvester B. Bazan, assistant general freight agent, St. Louis, retires Dec. 31 after more than 47 years of railroad service.

A.K. McKeithan appointed superintendent, Kingsville division, Corpus Christi, Tex., to succeed **H.B. Davis,** who is on leave of absence. **M.G. Jackson,** assistant superintendent, St. Louis Terminal division, St. Louis, named acting superintendent, DeQuincy division, DeQuincy, La., succeeding Mr. McKeithan. **C.A. Boyd** replaces M. Jackson.

NORFOLK & WESTERN.—Voyce C. Glaze, chief draftsman, promoted to mechanical engineer, Roanoke, Va., succeeding **Gurdon P. McGavock,** retired after more than 46 years of service. **Johnnie M. Cunningham,** assistant

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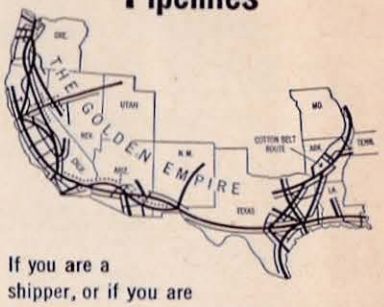
Trucks
Piggyback
Pipelines



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call Southern Pacific first!

(Reference No. 36B)

PROVEN TAMPER-PROOF on MILLIONS of FREIGHT CARS!

The most dependable safeguard ever engineered to protect shipments against Pilferage, Theft and Loss, from departure to delivery.

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World's finest protection at lowest cost. Prove it to yourself. *Write for FREE samples and catalog.*

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World's largest manufacturers of Protective Devices.
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(Reference No. 36C)

foreman, locomotive department, Shaffers Crossing, Roanoke, promoted to engineer car design. **William A. Bostian,** shop engineer, promoted to assistant engineer car design. **Frank C. Miller,** shop engineer, named assistant engineer, locomotive design, and is succeeded by **Mark W. Faville,** draftsman.

Walter E. Leigh, Jr., general freight agent, **Chesapeake Western,** Harrisonburg, Va., appointed assistant freight traffic manager, N & W, Roanoke, succeeding **W. Harry Crumpler,** named assistant freight traffic manager—piggyback service. Mr. Crumpler succeeds **Bryant R. Goodall,** promoted to freight traffic manager—Western territory (RA, Dec. 9, p. 47).

ONTARIO NORTHLAND.—John H. Leggett appointed engineer of structures, North Bay, Ont.

Ont. **E. B. Giles,** engineering assistant, appointed mechanical engineer, succeeding **H. W. Sharpe,** retired.

R. J. Sayer, superintendent of transportation, appointed manager of sales and development, succeeding **R. P. C. McLeod,** retired after more than 51 years of service. Mr. Sayer will report to the manager of rail services, **J. W. Miller. C. C. Ollivier** named merchandising supervisor and **H. Barr named** supervisor of sales. **C. Doughty,** statistician, appointed supervisor of car service, succeeding Mr. Sayer.

READING.—Ralph G. Dunn, assistant manager, merchandise marketing and pricing, Philadelphia, appointed director, market research. **Arthur M. Weth,** district sales representative, Reading Transportation Co., appointed manager, motor carrier pricing of that company, succeeding **Thomas J. Fitzpatrick,** who replaces Mr. Dunn on the Reading.

Philip R. Mueller, former transit engineer, Department of Public Property, City of Philadelphia, appointed industrial engineer of the Reading.

SANTA FE.—Arthur A. Dailey, general advertising manager, Chicago, retired Nov. 30 after more than 25 years of service.

H. B. Wolfe named mechanical assistant, freight cars, Chicago, succeeding **H.L. Price,** who retired Nov. 30. **M.R. Buck** named mechanical assistant, passenger cars, Chicago. **C. Montgomery, Jr.,** color and design engineer Chicago, appointed assistant engineer of car construction, Topeka, Kansas.

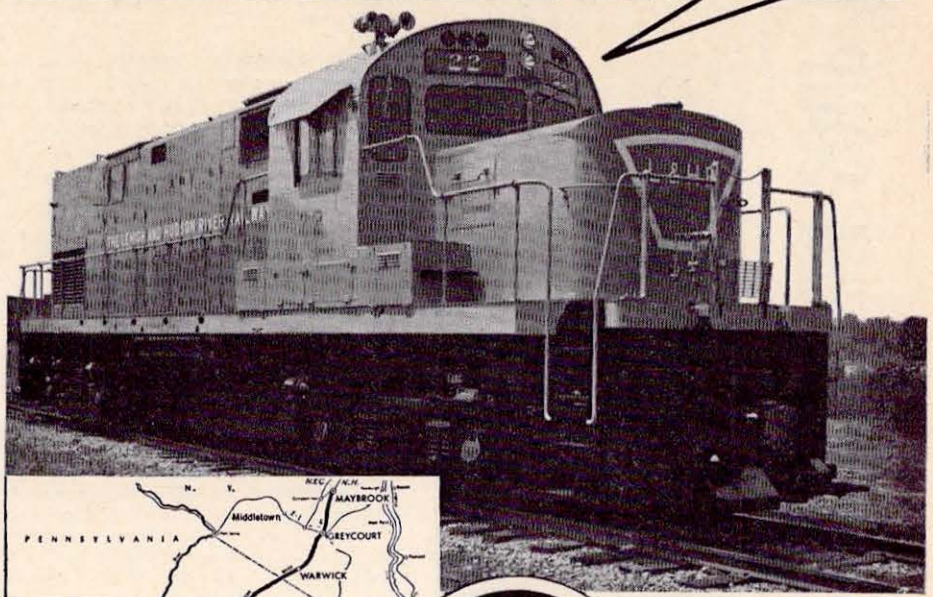
R. T. Hillyard, superintendent of dining car service, Chicago, retires Dec. 31.

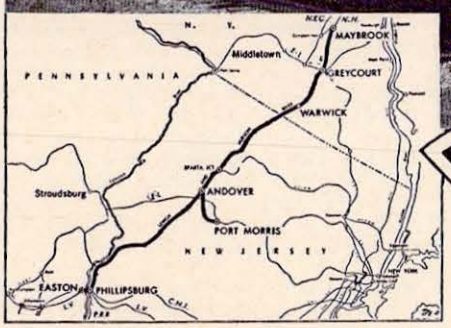
SEABOARD.—S.B. Miller, Jr., terminal trainmaster, Tampa, Fla., appointed general supervisor yards and terminals, Jacksonville, Fla. **F.E. Lord,** supervisor motor vehicle operations, Hamlet, N.C., appointed supervisor TOFC equipment, Jacksonville, and will be succeeded by **A.E. Cooke,** trainman at Hamlet. **J.A. Privette,** transportation analyst, Hamlet, named assistant general supervisor yards and terminals there.

E. H. Bailey
UP

C. H. Burnett
UP

go faster...better and direct ... via L&HR RY.





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R. C. WINCHESTER
General Freight Traffic Manager

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THIS IS THE WAY TO RUN A RAILROAD...HOW MANY MILES FROM SOUP TO NUTS?

The miles you travel between your soup and dessert in the Northern Pacific Dining Car are an especially pleasant part of a wonderful travel adventure aboard the Vista-Dome North Coast Limited. As you dine, you'll view gorgeous scenery as it glides past the picture windows of the Diner. And for your eating pleasure . . . fish from the Pacific Ocean . . . trout still tingling from the icy-cold mountain streams . . . choice beef or lamb from western ranges . . . all expertly prepared. Good food, good service, good, comfortable accommodations...

This is the way we run

NORTHERN PACIFIC RAILWAY

CHICAGO • TWIN CITIES • SPOKANE • PORTLAND • TACOMA • SEATTLE

(Reference No. 38A)

SOUTHERN PACIFIC.—**B.M. Stephens,** assistant to vice president, Houston, Tex., appointed assistant general manager there.

A. R. Black, special representative, vice president's office, named to the newly created position of senior industrial engineer, Houston.

W. J. Ehrhardt, assistant manager of personnel, retired Oct. 31.

Ivan A. Wells named general freight and passenger agent, and **D.A. Soltau** appointed district freight and passenger agent, both at New Orleans.

TORONTO, HAMILTON & BUFFALO.—**A.G. Dow** appointed assistant to general manager, Hamilton, Ont., succeeding **F.W. Rolston,** who retired Dec. 1 after 47 years of service.

UNION.—**Vernon M. Schwing** appointed chief engineer, Pittsburgh, Pa., on Dec. 1, succeeding **Floyd R. Smith,** retired. Mr. Schwing was formerly engineer track, **Bessemer & Lake Erie** (RA, Dec. 2, p. 34). **Roger W. Preisendefer,** engineer track, promoted to assistant chief engineer. **Stanley W. Sweet** named engineer track. **John L. McInturf** appointed equipment engineer, succeeding **Bernard R. Forcier,** named B&LE supervisor track. Mr. Sweet was B&LE roadmaster and Mr. McInturf was B&LE engineering assistant. **Mike Rougas,** track maintenance engineer, Union, named engineer track, B&LE.

UNION PACIFIC.—**E. H. Bailey,** vice president—operations, Omaha, Neb., elected chief executive officer and vice president—operations, Transportation Division, effective Jan. 1. **C. H. Burnett,** general manager, Eastern District, Omaha, named assistant vice president—operations. **O. A. Durrant,** general superintendent, Eastern District, Cheyenne, Wyo., succeeds Mr. Burnett. **G. H. Baker,** superintendent, Northwestern District, Portland, Ore., replaces Mr. Durrant at Cheyenne.

WABASH.—**W.O. Freischlag,** assistant superintendent car equipment, Decatur, Ill., named superintendent car equipment, succeeding **Earl E. Eagleton,** retired. Mr. Freischlag's successor is **D.W. Lafferty,** supervisor car equipment. **W.G. Sears,** assistant to manager motive power and equipment, Decatur, appointed assistant manager motive power and equipment.

Robert J. Cooney named general attorney, St. Louis. He was formerly a trial attorney with the **Department of Justice,** Washington, D. C.

WESTERN PACIFIC.—**Frank E. Schmalenberger,** chief of sales and service, San Francisco, named district sales manager, Los Angeles, replacing **Joseph F. Hamer,** transferred to San Francisco.

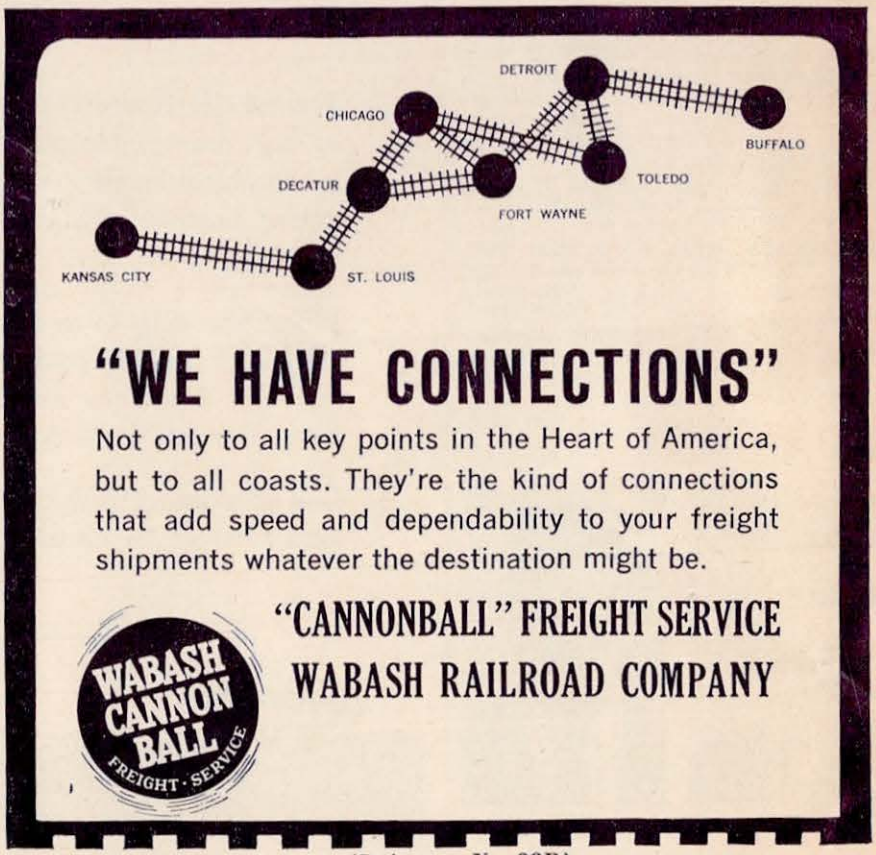
Supply Trade

Charles C. Davis, vice president, forge and spring division, **Alco Products, Inc.,** has been named vice president of sales operations for both the locomotive and engine products and the forge and spring division, at New York. **Louis W. Eger,** assistant to chief executive officer, named general manager, forge and spring division, Schenectady, N.Y.

Richard W. Geaney, sales manager, Railroad Products Division, **Servo Corp. of America,** Hicksville, N.Y., promoted to manager of that division. **Vincent J. Niederriter** succeeds Mr. Geaney.

The office of **Walter A. Renz,** executive vice president, secretary and treasurer, **American Railway Car Institute,** New York, effective Dec. 23, moved to 230 Park Avenue, New York 17, from 200 East 42nd Street, New York 17.

United States Borax & Chemical Corp. has taken over the entire herbicide formulating plants and application equipment of the **Reade Manufacturing Co., Inc.,** of Jersey City, N.J. as a marketing expansion move into the field of contract application of vegetation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"WE HAVE CONNECTIONS"
Not only to all key points in the Heart of America, but to all coasts. They're the kind of connections that add speed and dependability to your freight shipments whatever the destination might be.
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WABASH RAILROAD COMPANY
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(Reference No. 38B)

ntrol chemicals for railroads.

James H. Cowan has been appointed eastern power—industrial sales manager, **The Kerite Co.**, New York. Mr. Cowan was formerly Philadelphia district manager. **James E. Rogers** will continue as assistant eastern power—industrial sales manager and **C. A. Lundy** has been named metropolitan trict power—industrial sales manager.

Emmett H. Mann, formerly vice president, operations, **H. K. Porter Co., Inc.**, has been appointed executive vice president, **Union Tank Car Co.** The position of executive vice president has been vacant since **J. W. Van Gorkom** was elected president and chief executive officer earlier this year (RA, Apr. 5, p. 39).

Parke-Johnson Associates has been named sales agent for **Keystone Railway Equipment Co.**, handling the New England territory. **Juan Gutierrez G.** has been appointed sales agent for Keystone in Mexico.

Harry R. Bartell & Associates, Inc. has appointed **R. L. Dutton, Railway Products Co.**, Chicago, to handle **Farrell Mfg. Co.** mobile locomotive refuelers and **Cline Truck Mfg. Co., Mobile Car Department** service trucks for Chicago area railroads.

Gordon E. Hildreth has been elected president of the **Kinnear Manufacturing Co.**, Columbus, Ohio.

James O. Wright has been elected president **Federal-Mogul-Bower Bearings, Inc.**, Detroit, Mich., succeeding **Guy S. Peppiatt,** elected chairman of the board. **H. Gray Muzzy,** former chairman, will continue as a director. Mr. Wright was a Ford Motor Co. group vice president in charge of the car and truck divisions prior to his resignation last May.

Luke Rash, application engineer, **Air Reduction Sales Co.**, has been appointed assistant sales manager, welding products department, for **Airco Co. International,** New York.

Joseph M. Bonifazio has been assigned to the field staff of **Oakite Products, Inc.**, in the Bronx, N.Y., territory, succeeding **Frank J. Flynn,** who retired after 34 years in that territory.

I.E. Killian has been named marketing manager, Central Region, **Humble Oil & Refining Co.**, Tulsa, Okla., succeeding **Samuel E. Charlton,** who recently became vice president for marketing. **Aden P. Williams, Jr.,** manager of fuel oil and reseller sales, Houston, Tex., succeeds Mr. Killian as sales manager, Eastern Esso Region, New York.

Tidewater Oil Co. and Humble Oil & Refining Co. have entered into an agreement for Humble to buy Tidewater's California refinery, its marketing facilities and certain of its transportation facilities in California, Washington, Oregon, Idaho, Arizona, Nevada and Hawaii and five foreign supertankers for $329 million.

Industrial Traffic

James G. Manning became traffic manager, **West Coast Lumbermen's Assn.**, Portland, Ore., on Oct. 1, succeeding **F. C. Batchelder,** who retired after 28 years in that position.

Samuel J. Zuber, Chicago traffic consultant, who was associated with the **Canadian National** for 28 years in various traffic capacities, has been retained by **Centex Industrial Park** as a traffic consultant.

H. R. Meek, assistant traffic manager of **Di Giorgio Fruit Corp.**, San Francisco, Calif., has been appointed traffic manager, succeeding **Ralph L. Coffing,** who has resigned from the firm to take a new position.

John M. Reilly has been appointed traffic manager, **Chevrolet**—Los Angeles, replacing **George R. Lilinthall,** on disability leave of absence.

James F. Rehr has joined the **International Salt Co.** as eastern traffic manager at Clarks Summit, Pa.

Arthur M. Tesnow, traffic manager, **Manufacturers Association of Erie,** retires Dec. 31.

David L. Trudeau has been appointed eastern manager, **Cottrell Forwarding Co., Ltd.**, in the Provinces of Quebec and Ontario, Canada.

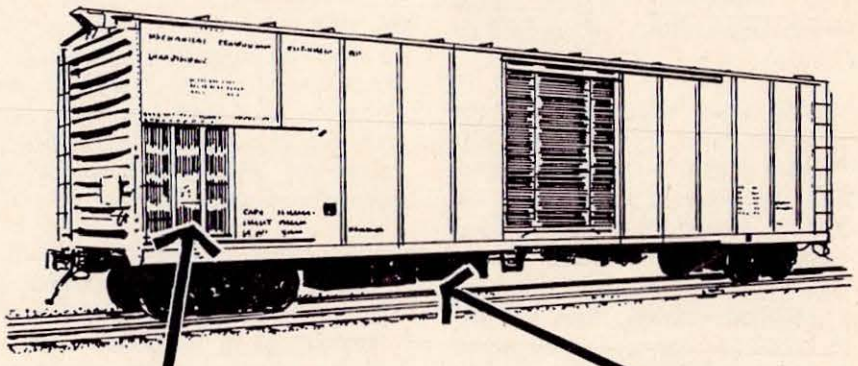
David A. Duttenhofer, of headquarters traffic staff, **Westinghouse Electric Corp.**, Pittsburgh, Pa., has been appointed traffic supervisor, Sharon, Pa., Transformer Division. **Robert W. Walker,** of the Lamp Division, Bloomfield, N.J., has been appointed traffic supervisor, Elevator Division, with plants at Jersey City and Dover, N.J., replacing **A. H. Luhks,** who retired on Nov. 30. **Rex R. Malson,** of headquarters traffic, has been appointed traffic supervisor, Bryant Electric Division, Bridgeport, Conn.

Harry C. Keller, retired traffic manager, **Sinclair Refining Co.**, died Dec. 9.

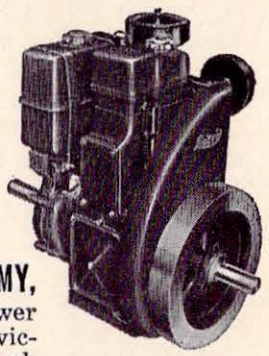
HUNDREDS OF

AIR COOLED *Lister* DIESELS

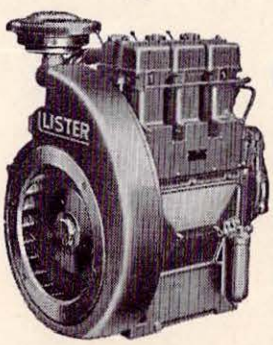
IN OPERATION ON THE NATION'S RAILROADS



These exceptional air-cooled engines provide positive, plentiful KW output from 500 watts to 15,000 watts for in-car refrigeration and blower systems for refrigerating a wide variety of perishable freight.



Lister Model SL1, 4.25 HP @ 1800 RPM for blower applications.



Lister Model HA3, 33 HP @ 1800 RPM for mechanical refrigerating systems.

UNUSUAL OPERATING ECONOMY, with ample dependable power output and freedom from servicing worries are achieved through Lister's superior, simple design and superb manufacture embodying but few moving parts. Quick starting, regardless of weather or climate.

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YOU OUGHT TO KNOW

Piggyback and container traffic figures will be reported to the ICC on a quarterly basis by railroads, truckers, water carriers, forwarders and REA Express. The Commission called for the reports, beginning with 1964's first quarter, in an order in No. 34364, Piggyback Traffic Statistics. The reports will not be open for public inspection pending a Commission decision in another case (No. 34315) involving the extent to which it should disclose commodity statistics reported by carriers. The railroads have complained about the present policy of making public their commodity reports while withholding those of individual truckers.

A settlement which caused the Brotherhood of Sleeping Car Porters to cancel the strike threatened for Dec. 20 will give the Porters more than was recommended by a Presidential Emergency Board. The board proposed a 180-hour month, with no loss in take-home pay, to be achieved in 2½ years. The settlement provides for a 174-hour month to be achieved in 1½ years. Porters now work a 205-hour month. As to wages, the settlement provides what the board recommended — a 5.14 cent per hour raise, with 2 cents retroactive to Feb. 1, 1962, and the other 3.14 cents retroactive to May 1, 1962 (RA, Nov. 11, p. 34).

The Emergency Board in the Florida East Coast case has recommended that this road rehire strikers and adopt the national wage pattern for non-ops. The board was created Nov. 9 after the FEC strike had been under way for more than nine months. FEC is operating freight service, so a settlement involving reemployment of the strikers would also involve dismissal of employees hired since the walkout. FEC has said it will not do this, but it will reemploy the strikers for "jobs that are vacant."

The ICC last week announced its expected investigation of the freight-car supply situation. The inquiry, docketed as Ex Parte 241, will cover the adequacy of car ownership, car utilization and distribution and car-service rules and practices. The fact that the Commission had the probe under consideration became known in mid-November when Service Order No. 947 was issued to alleviate the "acute shortage of freight cars in all sections of the country" (RA, Nov. 18, p. 36). The service order prescribes regulations for freight-car movements.

An "advisory" vote of WP shareholders on Santa Fe's proposed acquisition of control of WP has been set back from Jan. 10 to Jan. 17 to give more time for preparation and shareholder review of proxy material.

A new effort to get New York's "excess crew laws" repealed is being made by the New York State Association of Railroads in view of the recent decision of the arbitration board in the national work-rules case. In a letter to Governor Rockefeller, the Association claims that the New York rail brotherhoods' backing of the laws is inconsistent with the stand taken by the ops on the national level. The Association said that while "wholeheartedly supporting laws to mandate train crew consists by statute at the state level, while at the same time opposing, with equal vigor, laws providing arbitration procedures at the national level, the brotherhoods make a mockery of their expressed desire for resolutions of these issues through collective bargaining."

Approval has been withdrawn from the Hennessy Lube Pad, LPC Jet and Royal lubricators by the AAR Mechanical Division. The changed status of these designs will be included in the Interchange Rules, effective Jan. 1, 1964.

General American will manufacture and distribute Steadman's container systems in the United States under long-term licensing agreements between GATC and Steadman Industries of Canada. Fourteen distributors have been appointed for 17 Eastern and Mi western states to sell and service the container and handling equipment. The system uses hydraulically or manually operated legs and lift equipment which permit transfer of suitably equipped containers, ranging from 10- to 40-fee to and from highway vehicles, rail car or ship.

New general committee members of the AAR Mechanical Division are G. M. Beischer, chief mechanic officer, Baltimore & Ohio, and J. G. German, chief mechanical officer, Missouri Pacific. Their election brings the committee's membership to the full 15 members authorized by the division's Articles of Organization.

Components worth $800,000 will be supplied by Waugh Equipment Co., division of Symington Wayne Corp., for 600 stainless-steel cars being built by Budd for the New York City Transit Authority. Waugh will supply drawbar and cushioning assemblies.

Arthur B. Dunbar, Jr., has been named manager of the News Service of the AAR to succeed James N. Sites, now assistant to the vice president with over-all responsibility for press relations and publications. Mr. Dunbar, a veteran Washington reporter, left American Aviation Publications to join the news staff of the AAR on Oct. 1, 1962. He began his newspaper career with the Providence Journal-Bulletin in 1948 and subsequently worked in the Washington bureau of the Journal-Bulletin and as Washington correspondent for the Newark Evening News.

William A. Lashley, director of public relations and advertising for the Norfolk & Western for the last four years, has been appointed assistant vice president—public relations of the Pennsylvania, effective Jan. 15. Before joining N&W, Mr. Lashley was general manager of the public relations staff for Reynolds Metals Co. in Richmond, Va.

QUEST FOR CRISIS

—a world ranging search for clues to the future of railroad transport
by James N. Sites

Here's the story of today's transportation problem around the world. The author, a recipient of the coveted Eisenhower Exchange Fellowship, traveled to 25 nations from Europe to India to collect first hand data for this widely praised report. Railroads *can* help unsnarl city traffic; transportation companies *can* be profitable; inequities in transport regulation and treatment *must* be corrected; America *must* have an efficient and effective transport system! For an objective review of the problem and clues to the future, get your copy of *Quest for Crisis* now.
"Uniquely timely" . . . *New York Herald Tribune;* "Excellent book" . . . *Chicago Sun Times;* "Encouraging clues to the transport future" . . . *Handling & Shipping;* "Clear-cut picture of transport policies" . . . *Modern Railroads;* "Highly informative" . . . Senator Harrison A. Williams, Jr. (N.J.), *Congressional Record.*

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Christmas is too short

It is good business, and good morals as well, not to hate your opponents, while you resist their efforts to injure you.

No one (or hardly any one) hates anybody else around Christmas time. What is this temporary shelving of strife anyhow—some kind of pious sentimentalism?

We have a letter from J. J. O'Connor, general chairman of the Brotherhood of Railroad Trainmen on the Erie-Lackawanna. He observes that—

"There are railroad men whose religious thoughts make them conscientious in their relations with management, but, as is the case with all 'good things,' you usually don't hear about them."

Mr. O'Connor then goes on to tell about a conference he and some of his associates had recently with E-L Vice President Fred Diegtel and several of his colleagues. At the opening of this meeting, a typewritten invocation by a Bethlehem, Pa., clergyman was passed around. It read in part as follows:

"Let your Spirit touch each person in this room. Open to us your leading that we may seek an answer to our differences that will be fair to all. As we leave this room, help us interpret the actions we have taken to those to whom we are responsible."

Is such an attitude of mind toward discussion of controversial questions merely soft-boiled sentimentality? Is it not, rather, the essence of hard-boiled practicality—assuming, that is, that the purpose of a conference is to reach some workable agreement?

We are not asked to agree to things we sincerely believe to be wrong. The approach of the Christmas season does not necessarily make the demands of unionists look any more attractive to managements (or vice versa) than before. The season does not require railroad people (including this paper) to be more tolerant than at other times of governmental boondoggling in behalf of rival transportation agencies. But the Christmas spirit, where it really takes hold, does soften, or even obliterate, for a time, the personal dislike, or worse, that most of us are inclined to feel toward our opponents. The Christmas spirit is like the lubricant in a journal box. It won't keep a cracked journal from failing—but, without the lubricant, not even a sound journal will last for long.

One of this country's able essayists, who for a while worked in the precincts of the railroad business, was the late Interstate Commerce Commissioner Thomas F. Woodlock. Mr. Woodlock, after he left the Commission, was a Wall Street Journal columnist (and for a time, its editor). In his daily column he did not deal with trivialities, but went deeply into soul-searching questions that most men are too bashful to discuss. Such things as good and evil.

In a brief essay about the Christmas spirit, Mr. Woodlock drew a distinction between two kinds of love—the love of desire, and the love of good will. It is the latter variety, of course, which gets the emphasis at Christmas time. Mr. Woodlock related an illustrative anecdote, somewhat as follows—

There was an abbot in charge of a monastery who was hard to please—a stern disciplinarian. Under his rule there was a lay brother who was of kindly disposition, but mighty awkward. One day the abbot gave him a good dressing down—stopping his tirade to ask: "You don't like me, Brother Anselm, do you?" "No," Brother Anselm answered, "I do not like you but I love you."

Considering the 'other fellow'

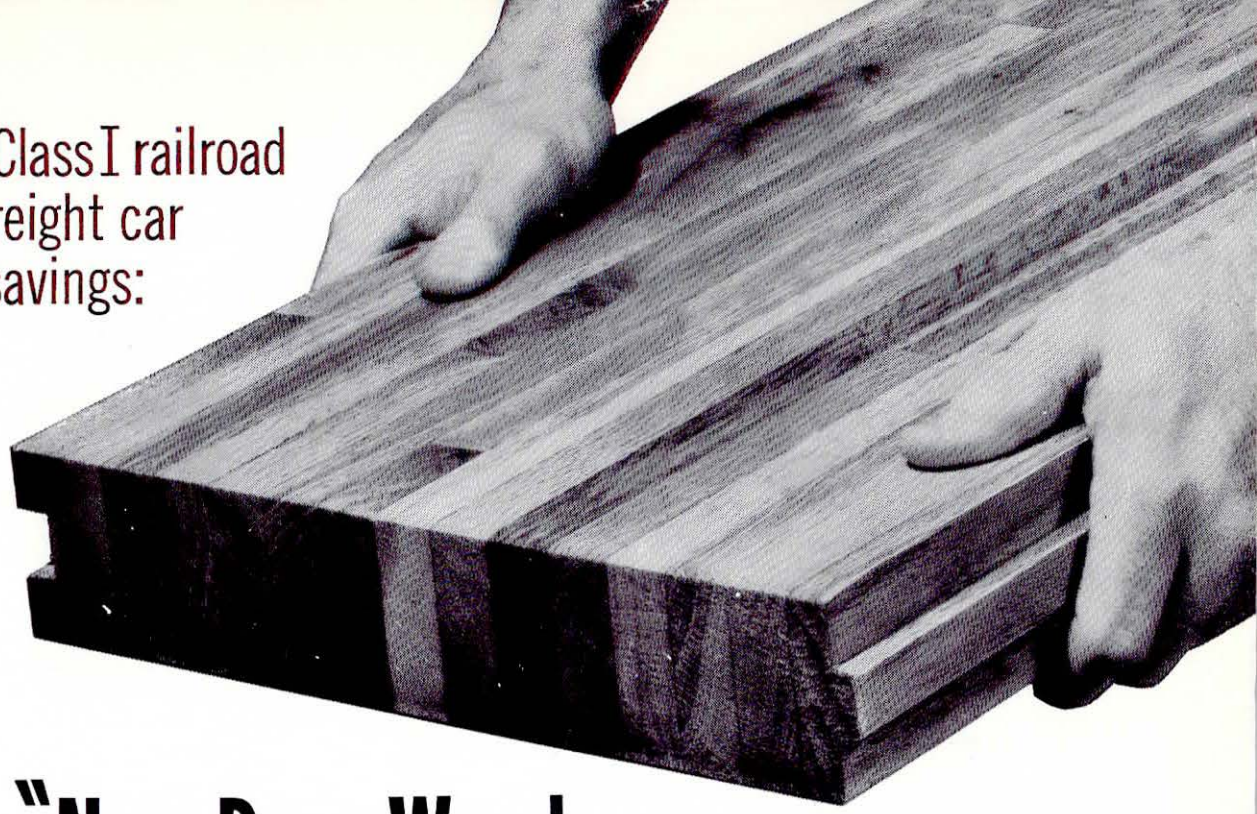
Mr. Woodlock went on to explain that we are not called upon to forget all about self and think and act solely for others. "But the 'other fellow,' his rights and his interests, must have place in our scheme of social life, so that accommodation of his rights and his interests with our own shall be a natural process in our daily lives. . . .

"Does this mean that, if we are to live in a democratic way, we must have the 'Christmas spirit' all year around? Yes, some of it, enough of it at least to drive out its contrary, group selfishness, group hates and group conflicts."

All people of mature years have observed, over and over again, where spiteful behavior toward associates and subordinates has come home to an uncomfortable roost. For example, we all have seen cases where a mistreated subordinate or competitor has later turned up as the offender's boss. Animosity in personal relationships isn't only bad morally, but frequently it is bad in a business way, too. We are admonished to love the sinner, but this doesn't mean we also have to love his wrong-doing. We can extend personal good will toward the members of the Truckers and Bargemen's Anti-Railroad Associations, without obligation to approve their political programs.

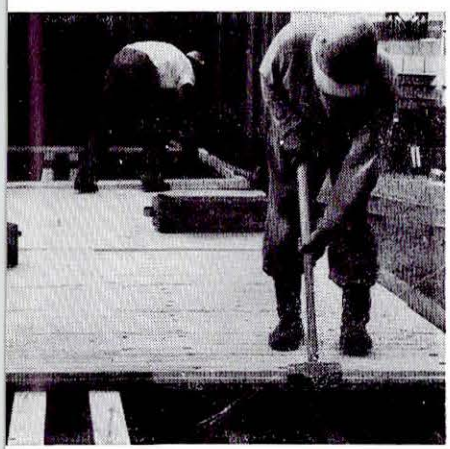
All of which suggests that generosity and even extravagance in the celebration of Christmas may not be as irrational as we are sometimes inclined to suspect. On the contrary, maybe Christmas is the only time of the year when we really act sensibly—and as it is intended that we should act all the time.

Leading Class I railroad reports freight car flooring savings:



"New Dura-Wood saves $21.95 to $30.93 per car per year"

Careful cost calculations by a leading Class I railroad with years of experience in the use of laminated edge grain flooring proves the superiority and economy of Bruce Dura-Wood over other types of freight car decking.



In the average 40'6" box car, Dura-Wood saves $21.95 per year over nailable steel and $30.93 per year over flat-sawn pine, which requires frequent renewal. In 50'6" box cars and 60' baggage cars the estimated savings with Dura-Wood run as high as $95.76 per car per year.

Easy installation and extra strength permit these unusual economies. Labor costs to install exact-length Dura-Wood boards are 14.5% less than flat-sawn pine, 47.7% less than nailable steel. In durability, Dura-Wood, like nailable steel, outwears pine at least 4 to 1. Dura-Wood has been certified "twice as uniform in strength" by the Wood Technology Laboratory, University of Michigan. It is designed to handle fork lift axle loads to 60,000 lbs. and more, depending on thickness (up to 2⅜").

Dura-Wood is kiln-dried to an average 7% moisture content to control shrinkage. An exterior-type glue is used for superior bonding. Further savings derive from elimination of cargo damage, claims, complaints and lost revenues during downtime for repair.

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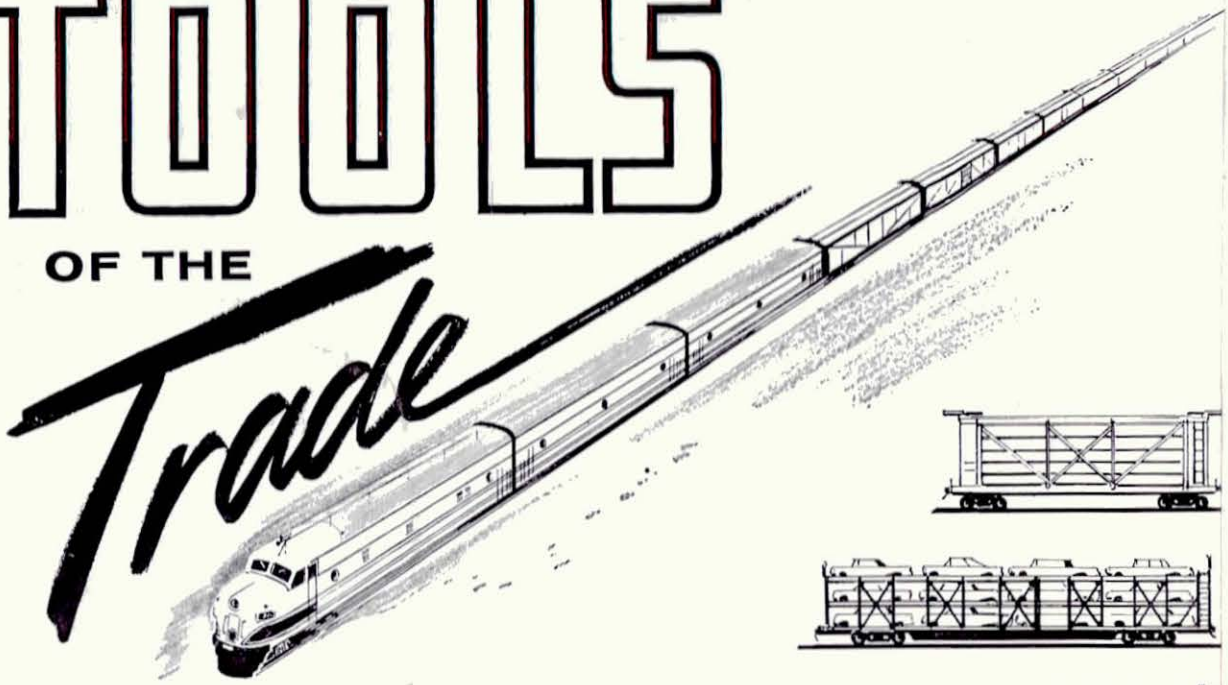
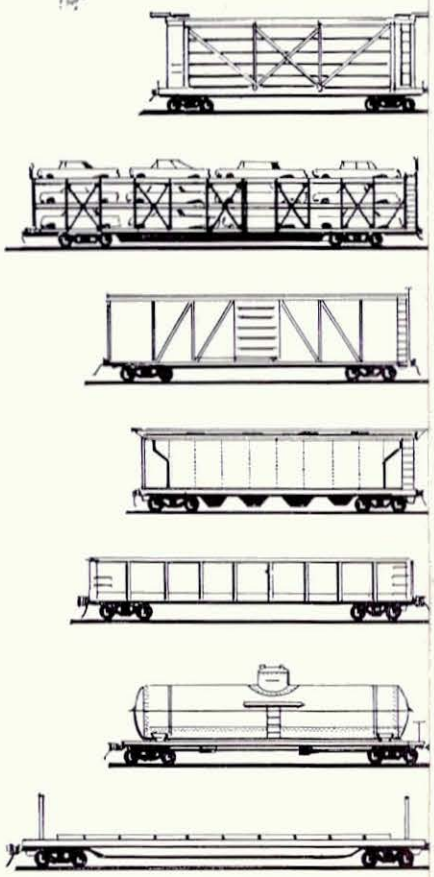
TOOLS OF THE Trade





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